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The only European Optician  
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# The Hongkong Telegraph

FOUNDED 1861  
No. 12,512

六拜禮 號六十月五英港香

SATURDAY MAY 16, 1925 日四廿月四

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58 different sizes and types in stock.

THE DRAGON MOTOR  
CAR CO., LTD.  
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HAPPY VALLEY

## PEAK FIRES.

### WHAT RESIDENTS SHOULD DO.

#### USEFUL IDEA.

On enquiry this morning, we  
learn that the Committee of the  
Peak Residents' Association has  
during the past week had under  
consideration the question of fire  
revention on the upper levels,  
allowing the recent outbreak at  
Professor Forster's house, and  
as come to the conclusion that  
residents should make a point of  
being that fire-extinguishers are  
installed in their houses in order  
that outbreaks may be quickly  
halted.

Mr. E. B. C. Hornell, Hon.  
Secretary of the Association, in  
reply to enquiries made by a  
Telegraph representative, said  
there are difficulties to be en-  
countered in dealing with out-  
breaks on the Peak—first because  
of lack of water, and secondly be-  
cause some of the houses are  
either inaccessible. "The Com-  
mittee of the Association," said  
Mr. Hornell, "thinks that the  
best safeguard is for residents to  
install their own fire extinguishers,  
such as Firefoam, so that they  
could be in a position to deal with  
fire right away." Mr. Hornell  
added that fortunately there  
had not been many fires on  
the Peak, only two having  
occurred within the past nineteen  
years or so. All the same, it was  
the duty of residents to protect  
themselves as far as possible.

Mr. Hornell further stated that  
the Association would also wel-  
come the provision of portable  
"foams" carrying. "Firefoam,"  
which could be pulled about on  
a Peak by coolies and quickly  
taken to spots where outbreaks  
occurred. That might be done  
through the Fire Brigade, but he  
did not know whether the Gov-  
ernment would be prepared to  
operate in that way. Such  
equipment would, however, be  
much appreciated and should  
prove extremely useful.

## NEW BUS SERVICES.

### PEAK TO REPULSE BAY.

The arrangements not having  
been quite completed, the new  
motor bus service between the  
Peak Hotel and Repulse Bay,  
articulated of which appear in  
the Motoring Supplement of this  
issue, will not commence until  
the 23rd inst. This also refers to  
the service of Thornycroft buses  
between the Hongkong Hotel and  
Repulse Bay via Wong Nei  
Cheong Gap and the new motor  
road.

## LORD ALLENBY'S SUCCESSOR.

London, May 15.  
The Conservative member of  
Parliament for Eastbourne, Sir  
George Lloyd, has accepted the  
offer of the High Commissioner-  
ship of Egypt, in succession to  
Lord Allenby.—*Reuter.*

[Sir George Lloyd, G.C.F.E.,  
O.S.I., F.C., is 45 years of age.  
He was Governor of Bombay from  
1919 to 1923, and has travelled  
widely. He married the Hon.  
Blanche Lascelles, a relative by  
marriage of Princess Mary.]

## NEW FOXTROT.

The music and words of  
"The Flapper Wife," the  
latest foxtrot hit, which is  
booming in America, will  
be found on Page 9 of this  
issue.

Hongkong folk will soon  
have the opportunity of  
hearing it played by the  
full orchestra of the  
Hongkong Hotel.

## KOWLOON HOSPITAL.

### PROBABLY OPEN IN OCTOBER.

The new Kowloon Hospital,  
situated on the new road between  
Mongkok and Kowloon City, is  
rapidly nearing completion and  
we are able to state, from en-  
quiries made in official quarters,  
that it will, in all probability, be  
open to the public in October.

The exterior work, for the most  
part, needs but the final touches,  
and the contractor, who is  
optimistic, has informed the  
Principal Civil Medical Officer  
that the building will be ready for  
occupation in August. Dr. Addi-  
son gives October as a more like-  
ly date.

## NOT A STOWAWAY.

### "A PERSONALLY CONDUCTED TOUR."

That a man who is found on  
board a steamer, without having  
paid his passage money, was not  
considered a stowaway under the  
Ordinance if he was not punished  
at the first port of call and was  
sent to the next port, was the  
cause of Sub Inspector Moody  
asking for a charge of stowing  
away to be withdrawn against  
a native of Amoy, at the Kowloon  
Magistracy this morning.

The Inspector explained that  
the defendant originally boarded  
the ship at Macassar and  
during the voyage to Balik Papan  
he was discovered, but the  
authorities sent him on to  
Hongkong.

His Worship said that if the  
Balik Papan authorities refused  
to punish him, he (the Magistrate)  
could do nothing but dis-  
charge the defendant. The s.s.  
Tijmanook, the ship on which  
defendant stowed away, would  
have to return him to Macassar,  
in which case he would have a  
personally conducted tour of the  
East.

Defendant was discharged.

## FRANCE AND ALLIED DEBTS.

### PROGRESS REPORTED.

Paris, May 15.  
The Council of Ministers has  
entrusted M. M. Briand and Cail-  
laux with the task of studying the  
problem of a settlement of inter-  
Allied debts.—*Reuter.*

Washington, May 15.  
Despatches from Paris indicate  
that in conversations between the  
French ex-Ambassador M. Jus-  
serand and Mr. Mellon, one half  
of one per cent. was mentioned  
as the amortisation rate of pay-  
ment of France's debt to America.

This figure is the same as that  
accepted by Britain. It is esti-  
mated that this rate will involve a  
French payment of twenty-two  
million dollars annually, besides  
interest.—*Reuter's American Service.*

## POISON GAS.

Washington, May 15.  
It is announced that President  
Coolidge favours an international  
agreement for the limitation of  
the use of poisonous gases in war-  
fare.—*Reuter's American Service.*

## GENERAL'S SUDDEN DEATH.

Washington, May 15.  
Lieutenant-General Nelson  
Miles suddenly expired here while  
witnessing a circus performance.  
—*Reuter's American Service.*

## PIRACY QUESTION.

### COLONIAL OFFICE VIEW.

#### HOME REPORT FAVOURED.

With regard to the present  
position of the piracy question,  
we understand that the Secretary  
of State for the Colonies has seen  
a copy of the local Minority  
Report, but that after carefully  
considering the views expressed  
therein he does not see any  
grounds for modifying the con-  
clusions reached by the Inter-  
Departmental Committee which  
had previously sat in London to  
consider the matter. It would  
appear, therefore, that so far as  
the Home Government is con-  
cerned, the Inter-Departmental  
Committee's Report is still  
considered to hold the field.

On enquiry in official circles  
locally, we were informed that  
the matter was in the hands of  
the Home authorities, and that  
the question of extension of the  
naval patrol system was entirely  
a question for the Admiralty to  
decide.

No doubt the whole issue,  
particularly as it relates to in-  
surance of officers and engineers  
serving in the piracy zone, will  
come before the Committee of the  
General Chamber of Commerce.

## FORMER HONGKONG BOXER.

### DOING WELL AT HOME.

Local boxing enthusiasts will  
be interested to hear of the success  
of a naval man who was formerly  
seen in action here when he was  
serving on H.M.S. Hawkins—  
namely, A. B. Willoughby.

Accounts from Home show that  
Willoughby has made such ad-  
vancement that he has been  
matched with Marine Trinder in  
an eliminating contest for the  
honour of meeting the winner of  
the fight between Tom Berry and  
Phil Scott for the cruiserweight  
championship of England. Berry  
is the present holder of the title.

Willoughby was brought for-  
ward as a boxer by the Hongkong  
Boxing Association, and it is a  
matter for gratification that he  
has so soon got fairly well to the  
top of the tree.

## COMMUNIST PROPAGANDA.

### HOME SECRETARY'S DECLARATION.

London, May 15.  
In a speech at Queen's Hall,  
Sir Wm. Joynson-Hicks, the  
Secretary of State for Home  
Affairs, alluded to the Bolshevik  
menace, and said:

"We are willing to let the other  
countries in the world live, but  
we won't allow them to interfere  
with our constitution. We are  
bound to take notice of the Com-  
munist movement controlled by  
Moscow, and we shall arm our-  
selves with power effectively to  
deal with it. We do not intend  
this country to degenerate into a  
Communist republic (choirs). We  
have to see that the necessary  
steps be taken to deal with this  
great menace from East Russia.  
We are tired of the influx of men  
to this country who are coming  
here to embitter class hatred and  
destroy our constitution.—*Reuter.*

## COUNTY CRICKET.

### LATEST MATCHES.

London, May 15.  
Essex beat Sussex by two  
wickets. Sussex scored 202, and  
then 88. Essex compiled 109, and  
then 182 for 8. Tate took 5  
for 43 and 6 for 60.

Oxford beat Leicestershire by 102  
Oxford scored 212 and 191.  
Leicestershire knocked up 175 and  
125.—*Reuter.*

## THE PEAK TRAM.

### AN INADEQUATE SERVICE.

#### LETTER FOR PUBLICATION.

Sir,—The letters you have  
published on the question of  
whether it is right or wrong for  
people to walk up to Kennedy  
Road Tram Station, when the  
lower station is overcrowded, at  
least serve the purpose of again  
emphasising the inadequacy of  
the service. In the past, the  
Press have frequently urged the  
importance of an increased or  
better service, but apparently  
after a high Government official  
pooh-poohed the idea of present-  
day traffic having outgrown the  
limit of accommodation on the  
trams, the matter has been drop-  
ped. I am told that the present  
tram system has been running  
for nearly thirty years. That is,  
in fact, quite a local boast. To  
my way of thinking, taking to-  
day's overcrowded conditions into  
account, it should be all the more  
reason why the whole outfit  
should be scrapped and a modern  
system capable of handling the  
traffic installed.

A glance at the price of the  
shares during the last two years  
is convincing proof of the great  
increase in the number of pass-  
engers carried, and no public  
utility company should be allowed  
to pile up profits at the expense  
of any part of the community  
over which it exercises a  
monopoly. Frequently during  
the last six months I have had to  
wait for half an hour or so simply  
because the Tram Company could  
not cope with the traffic, in spite  
of the fact that trams only stop  
at either terminus long enough  
for passengers to alight or board  
the cars. The non-stop system  
is merely a sop and the present  
system cannot ever hope to  
handle traffic satisfactorily, even  
if the risk is taken of placing  
larger cars on the track.

Nothing short of a new or  
adjunct system will solve the  
problem. Surely the Government  
knows of the development on the  
Peak, of the new houses, of the  
houses being built and the houses  
to be built! If not, it is high time  
the matter was thoroughly gone  
into.

Hoping I have not taken up too  
much of your space.

Yours, etc.  
RESIDENT.  
Peak Hotel, May 15th, 1925.

## SEARCH INCIDENT.

### A CHINESE CAUTIONED.

A salesman appeared before Mr.  
E. W. Hamilton, at the Kowloon  
Magistracy this morning, charged  
with resisting a search at the  
Mongkok Ferry Wharf yesterday  
morning.

A Chinese searcher at the  
Mongkok Ferry wharf stated that  
the defendant was in the act of  
boarding a ferry when witness  
asked him to submit to a search,  
but the man, who was carrying  
a parcel, refused to be searched.

Defendant made a statement in  
which he said he was searched by  
the constable.

His Worship said he was not  
quite satisfied with the case and  
merely cautioned the defendant.

## SOUTH AMERICAN COFFEE.

### CRISIS IN MARKET THREATENED.

Rio de Janeiro, May 15.  
Investigators have been sent  
to the United States to enquire  
into the sudden decrease of  
purchases by American coffee  
importers, resulting in the ac-  
cumulation of immense stocks.

Senor Santos, the President of  
the state of Sao Paulo, declares  
that Sao Paulo is taking  
measures to prevent a collapse  
of the market, and is seeking the  
co-operation of the neighbouring  
coffee growing states to prevent  
a financial crisis in the event of  
a break in the market.—*Reuter's  
American Service.*

## ARMS TRAFFIC.

### QUESTION OF SEARCH ON SHIPS.

#### AMERICAN VIEW.

Geneva, May 15.  
The committee of the arms  
conference has voted in favour of  
the principle that the export of  
arms and component parts cap-  
able of use by military forces or  
otherwise, is subject to licence.

The American delegation has  
made a statement with regard to  
article five of the draft convention,  
associating itself with the desire  
to prevent the illicit traffic in  
arms, but declaring that control  
to prevent such traffic could best  
be exercised by the exporting and  
importing countries, and it might  
be undesirable to include any  
provision which might be con-  
strued as authorising the deten-  
tion for examination of ships tem-  
porarily in transit through the  
territorial waters of one of the  
high contracting parties, merely  
owing to a suspicion that they  
might possibly contain a consign-  
ment of arms not properly author-  
ised, as such provision might  
easily lead to abuse.—*Reuter.*

## DAVIS CUP.

### BASELINE GAME TRIUMPHS.

Noordwijk, May 15.  
In the Davis Cup lawn tennis  
contest, first round, Timmer  
(Holland) beat Kozeluh (Czecho-  
Slovakia) 6-3, 6-4, 6-2. Mac-  
nauer (Czecho-Slovakia) beat  
Diemerkoel (Holland) 3-6, 6-3, 6-2,  
6-1.

Kozeluh missed many of his  
opponent's shots. Timmer played  
a safe game, with good passing  
shots.

Diemerkoel's energy was  
gradually worn down by the safety  
tactics of Macnauer, who played  
a very fine baseline game in the  
last three sets.—*Reuter.*

## BRITAIN VS. POLAND.

### Warsaw, May 15.

In the first round, played here,  
of the Davis Cup contest, Britain  
versus Poland, Gordon Lowe  
defeated Swzedo, 6-0, 6-0, 6-1, and  
J. D. P. Wheatley defeated  
Foerster, 6-1, 6-2, 6-1.—*Reuter.*

## INDIAN COAL.

### COMMITTEE'S RECOMMENDATIONS.

Calcutta, May 15.  
A forecast of the Indian Coal  
Committee's report states that the  
restriction of preferential wagon  
supplies and the formation of a  
Grading Board is recommended.  
Only the best coals should be  
exported, particular care being  
taken not to allow the overseas  
purchaser to be misled as regards  
the precise quality of the coal.

The report recommends the  
raising of the rebate on the export  
of coal, from twenty-five to  
thirty-seven and a half per  
cent. Pooling coal for export is  
considered impossible in India.  
—*Reuter.*

## TO-DAY.

Closing Exchange 2s. 2. 15/16  
Lighting Up-Time 6.55 p.m.

## \$10 A LINE.

Don't forget that the  
Telegraph Missing-Line  
Limerick Competition  
starts on Monday, when  
full rules appear with first  
Limerick.

A prize of \$10 is to be  
given every week for the  
best last line.

## Bulls and Inners

### □ □ From the Office Butts. □ □

There is no truth in the rumour  
that the contractors for Queen's  
Pier are to star in a new film en-  
titled "The Epic of Ever-Rest."

Sports Note:—Don't dress for  
golf until you can play it.

The first time our Director of  
Education agrees with a proposi-  
tion it will be hard to tell whether  
he's convinced or merely tired.

From all the accounts of acci-  
dents we read, we have formed  
the unshakable conviction that a  
motor car can always beat a  
pedestrian.

Hang on to your roubles. You  
never know the day there will  
be a boom in Ice House Street.

"Flapper Wife" Starts With  
Bang reads a New York news-  
paper headline. Suppose that's  
what comes of living in a ginger-  
pop country.

A London doctor, after ten  
years' experimenting, declared  
that "the human eye gives off a  
magnetic ray powerful enough to  
affect a tiny instrument and keep  
it running." That's nothing. An  
icy stare in the Peak tram the  
other day started us running in  
order to avoid being frozen to  
death.

Money talks, but Hongkong's  
contribution to St. Paul's up to  
date is a whisper.

Hongkong has its centenarians.  
Reference was made in the  
Legislative Council to inhabitants  
of Tsat Tse Mui village "who  
have been there in some cases  
for a hundred years."

Our expert opinion is that the  
man who calls sweat "perspira-  
tion" doesn't know much about it.

Talking of constitutional re-  
form, it takes all kinds of people  
to ruin a Colony.

Now that Hindenburg's back it  
looks as if Germany has had  
all her trouble and suffering for  
nothing.

There was a young man named  
Teedle,  
Who wouldn't accept his  
degree;  
He said, "It's enough to be  
Teedle,  
Without being Teedle D. D."

Strange how it takes some of  
these Kowloon men three or four  
hours to engage a motor boat  
when they happen to "just miss"  
the last ferry.

Fashion Note:—Don't ask your  
tailor for a check; he might sum-  
mer will no doubt be very  
respond, with a similar request.

Everybody in the States has  
gone crazy over "The Flapper  
Wife" excepting her husband.

An advertisement in a contem-  
porary the other day advertised  
a "rocking house" for sale.  
Sounds like an invention to  
soothe tenants on rent days.

"Something new in Bathing  
Caps," advertises a local store.  
Wonder if it's the "Flapper Wife?"

The worst of a thorough spring  
cleaning is that it usually extends  
to the pocket-book.

The topic of the weather is the  
most popular at present because  
it is the closest.

Our Board of Education re-  
minds us that the Old Guard sur-  
renders but it never dies.

From the Daily Press, ".....  
the score later became 5-6 in  
favour of the Americans. The  
next two games went to the  
locals, but the victory was the  
gained by Kinsey and Snod-  
grass at 6-4. What a deuce of  
an unfair advantage!

We understand that a well  
known resident of a local hotel is  
presenting the coolies of the  
establishment with rubber-boiled  
Mah-jongg sets so that his sleep-  
ing will not disturb their  
nocturnal championships.

It is not correct that Messrs.  
Lane, Crawford are objecting to  
the passenger control device  
being installed at the Peak Tram  
grass at 6-4. What a deuce of  
an unfair advantage!



## NOTICE.

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**PORTLAND CEMENT.**

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

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General Managers.  
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As, during the North-East Monsoon there is always a possibility of North-bound steamers running short of BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES. Wireless messages via Hongkong or Formosa are re-transmitted by the Great Northern Telegraph Co. and a wire to "TAIT" or "COALBUNKER" AMOY, will receive their prompt attention. Code, Bentley's Complete—Phrase Condensed.

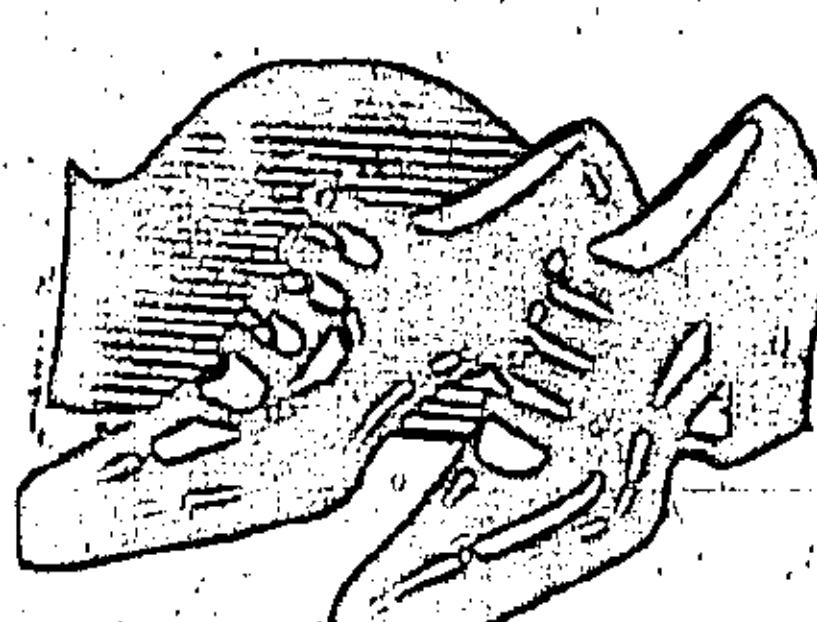
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Good vision is a commodity you cannot purchase. If your eyesight is not perfect, you should make every effort to improve it. Glasses may be a necessity; but this is a question you cannot decide for yourself. The advice of a Skilled Sight-Testing Optician is required. Our scientific Eye-Testing is thorough and we can detect the cause of the eye trouble or the slightest defect of vision. **CHINESE OPTICAL CO.,** SCIENTIFIC OPTICIANS, 67, Queen's Road, Central.

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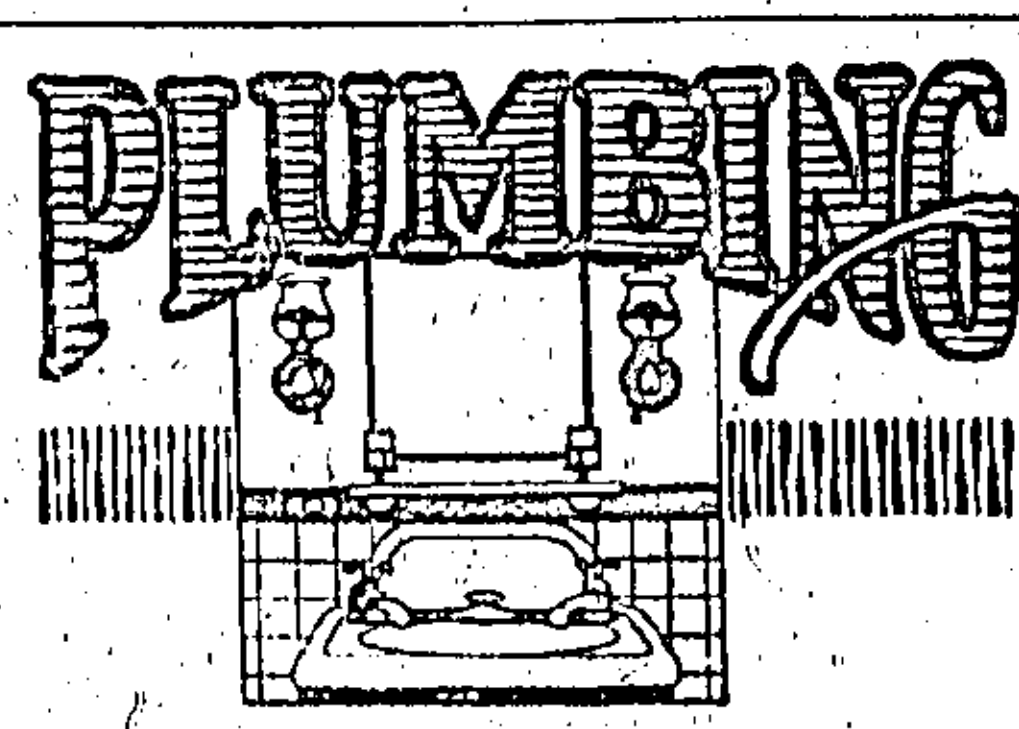


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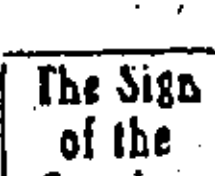
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The Sign of the Genuine

See it on every Package

## RACING ACCIDENT.

**TWO HORSES KILLED AT SINGAPORE.**

(Our Own Correspondent).

Singapore, May 15. An unfortunate accident occurred during training at the racecourse yesterday morning, resulting in Hajut, owned by the Sultan of Perak, having to be destroyed. The same fate was ordered for Lady Illabo.

It appears that Lady Illabo ridden by Tenebar, was frightened by a Chinese woman opening an umbrella, and swerved and collided with Hajut, ridden by Glenpon, who was coming up first just behind. Both jockeys were thrown and badly shaken, while Tenebar sustained a smashed nose. He was also kicked, but is not so seriously injured as to prevent his riding at Saturday's meet.

**OPIUM SMUGGLING.**

**THE ANHUI CASE.**

(Our Own Correspondent.)

Singapore, May 15. In connection with the seizure of \$70,000 worth of opium on the steamer Anhui, Capt. Pennefather, master of the vessel, and the local agents have been fined \$100 and costs each.

**PRINCE GEORGE'S COMING.**

**PAGEANT AT SINGAPORE.**

(Our Own Correspondent.)

Singapore, May 15. Huge preparations are being made for the forthcoming military pageant and torchlight procession commencing on May 19. The rehearsals are most encouraging.

Prince George, who is en route to join the China Squadron, is expected to be present.

**THE GOLD STANDARD.**

**BANK OF ENGLAND'S EXPORTS.**

London, May 14.—The Chancellor of the Exchequer, Mr. Winston Churchill replying to Colonel Day in the House of Commons stated that since the removal of the embargo on gold exports, the Bank of England had exported £1,039,000 worth of bar gold and £729,000 worth of sovereigns.—Reuter.

**HOME CRICKET.**

**THE COUNTY CHAMPIONSHIP.**

London, May 14.—Middlesex beat Somerset by nine wickets at Lord's. Somerset were dismissed for 123 and 119, respectively. Hoarne, getting 4 wickets for 34 and 5 for 17.

Middlesex scored 138, J. C. White getting 6 wickets for 43, and in the second innings made 106 for one wicket (H. L. Pales 53 not out).

Surrey beat Gloucestershire by an innings and 75 at the Oval. Batting first the Oval team declared with 416 runs for 8 wickets. Hobbs was responsible for 104, Shepherd for 51, Peach for 62 and Baldwin, 63 not out.

Gloucestershire were all out for 187, and following on, for 154. In the second innings Green hit up 61 not out and P. G. H. Fender, the Surrey skipper, took 6 wickets for 31 runs.

Playing at home, Worcestershire went down to Yorkshire by an innings and 17 runs.

Worcester 213 (Pearson, 70; Kilner, 5 for 74).  
Yorkshire 205 (Holmes 71; Sutcliffe, 55 and Oldroyd 58; Rogers, 8 for 85).

Worcester 65 (Macauley, 7 for 20).

Northamptonshire, on their own ground, defeated Hampshire by an innings and 52 runs. Scores:

Hants 70 (Wright, 5 wickets for 42 runs.)

Northants 211 (Jupp 64).

Hants 88.

At Manchester, Lancashire beat Scotland by an innings and 74 runs. Scores:

Lancashire 321 (Hollows, 104; Major L. Green 50).

Scotland 52 (Tyldesley, 4 for 3; Parkin, 4 for 28.)

Scotland 195 (Groves 64; Parkin 5 for 40).—Reuter.

**THE YANGTSE OUTRAGE.**

**A. P. C. BOAT FIRED ON BY CHINESE GUNBOAT.**

Shanghai, May 15.—As a result of negotiations the Chinese admiralty has agreed to pay \$2,000 to Mr. Lawson Hall. The admiralty has further agreed to withdraw the gunboat.—Reuter.

**JAPAN AND RUSSIA.**

**TRANSFER OF SAGHALIEN.**

Tokyo, May 15.—With the signing of the necessary protocols and the installation of Mr. Shimada as acting Consul-General at Alexandrovsk, where the Consulate is being opened to-day, the transfer of Saghalien to the Soviet has been completed. General Inouye embarked for home yesterday afternoon.—Reuter.

**THE ARMS CONFERENCE.**

**PUBLICITY AS A DETERRENT.**

London, May 14.—In the House of Commons, replying to a question concerning the British amendment at the arms conference, the Secretary of Foreign Affairs, Mr. Austen Chamberlain, said that the object of the draft convention was general supervision of the armaments trade by giving it the fullest possible publicity through the medium of a licensing system.

That condition already existed in the case of warships whose construction and ownership was well-known. Therefore no increase of publicity would be gained by application of a licensing system to warships, whilst execution of the provisions of a licensing system would lead to serious inconvenience.

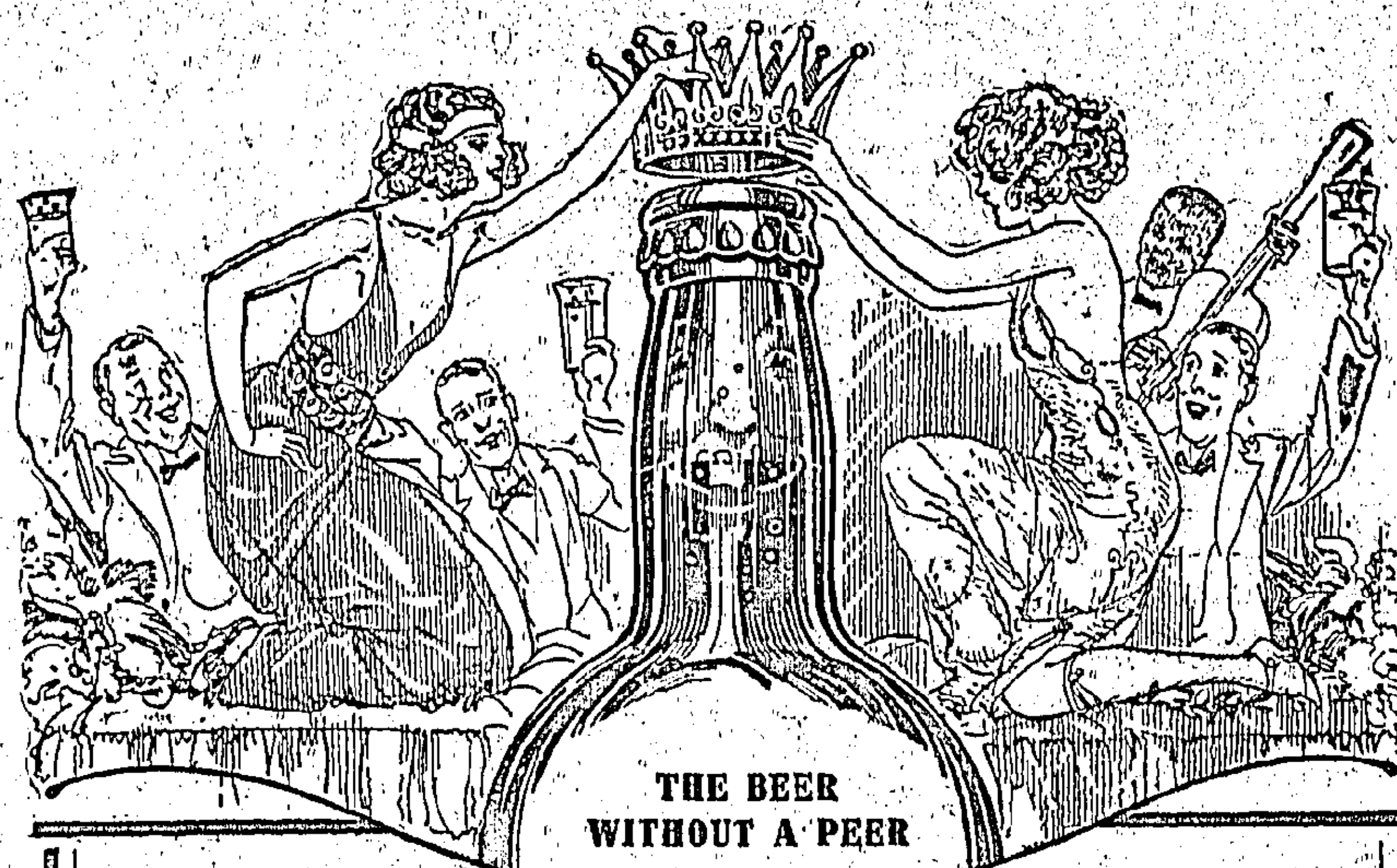
As regards aircraft, experience had shown the impossibility of formulating a satisfactory definition of military as opposed to civil aircraft, and he feared that application of the convention to aircraft designed exclusively for war only lead to difficulties without achieving useful results.—Reuter.

**WORLD THEATRE.**

**"THE ELEVENTH HOUR."**

That there is a special Providence protecting the daring motion picture players is demonstrated again in "The Eleventh Hour," Bernard Durning's production of Lincoln J. Carter's most exciting melodrama, in which Shirley Mason and Charles Jones co-star. This sensational William Fox feature, which comes to the World Theatre for four days' run commencing Sunday, is studded with hair-raising thrills that unfold in breathless succession. In one of the daring scenes, Charles Jones swings head foremost from a ladder suspended from a flying hydroplane and catches Shirley Mason up in his arms from a motor boat as he speeds by her.

Lincoln J. Carter, the melodramatist who has been thrilling the public with a varied assortment of imaginative action dramas, always dreamed of the day when he would smash the limitations of the stage and present his public with stunning realism. William Fox was the enchanter who brought his dreams to fruition. When contributing to the stage Mr. Carter laboured more with the conception of means than with the evolution of ends. He would evolve a brilliant melodramatic plot, and to his consternation find it impractical for the stage. So he put these visionary webs on his shelf, where they collected dust until William Fox pierced their screen possibilities. "The Eleventh Hour" as a stage vehicle was overshadowed when William Fox completed the screen version with a number of skilful stars. All the fanciful, thrilling ideas and stunts that were found impractical for the stage were incorporated into the screen adaptation, and Mr. Carter upon viewing the picture expressed his happiness for the realization of a life-long ambition to see a brain child developed exactly as he conceived it.



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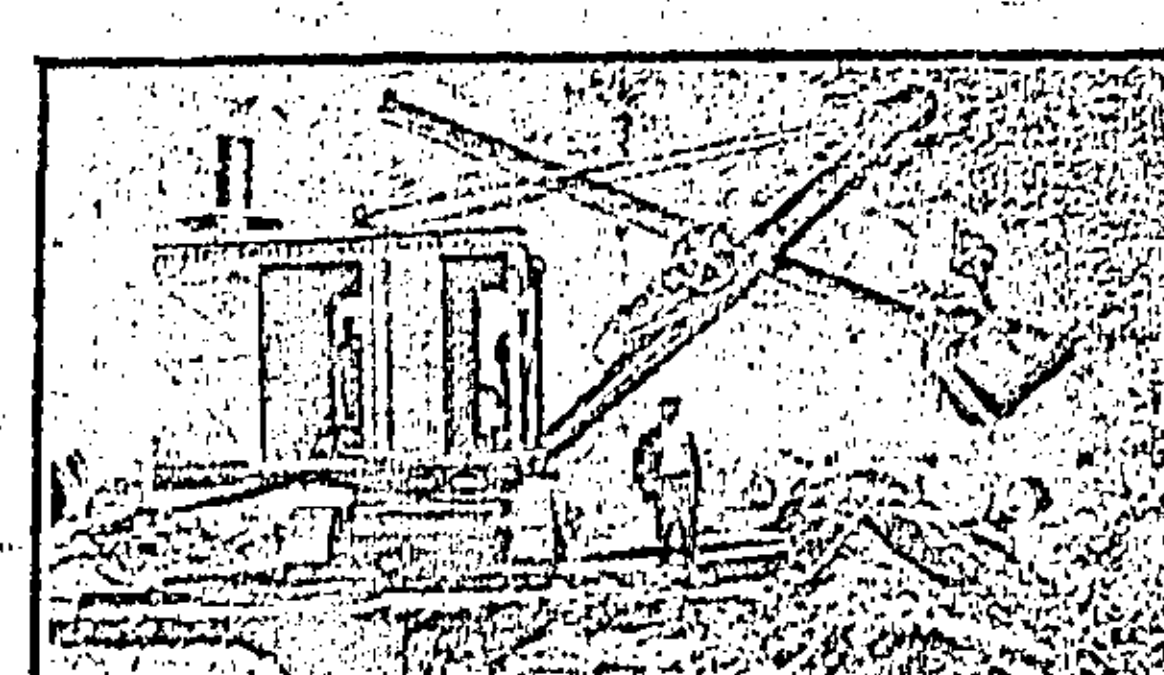
**QUEEN'S THEATRE.**

**"THE FATAL HOUR" BY OECIL RALEIGH.**

"The Fatal Hour," a Metro drama of unscrupulous intrigue and daring adventure, will be the feature at the Queen's Theatre for three days beginning from to-day. This play is based on the tremendous British Stage success "The Marriages of Mayfair" by Cecil Raleigh. Advance reports stress the entrancing scenic effects and art interiors, "shot" in old-fashioned England and picturesque Switzerland, in addition to the thrilling theme.

The spirited story opens with the local races of the Henley Regatta on the Thames, where a plot is hatched to rob Nigel Villiers the young heir to a title and estate of his inheritance, because he snubbed a London burlesque queen. In Switzerland, a page is torn from a document, and soon afterwards Nigel is dispossessed and branded as an impostor. Then the climax, a swift hair raising struggle over a precious that contributes to unravel the skein of entanglements. The all-star cast includes Thomas W. Ross, Wilfred Lytell, Frank Currier, Gladys Coburn and others.

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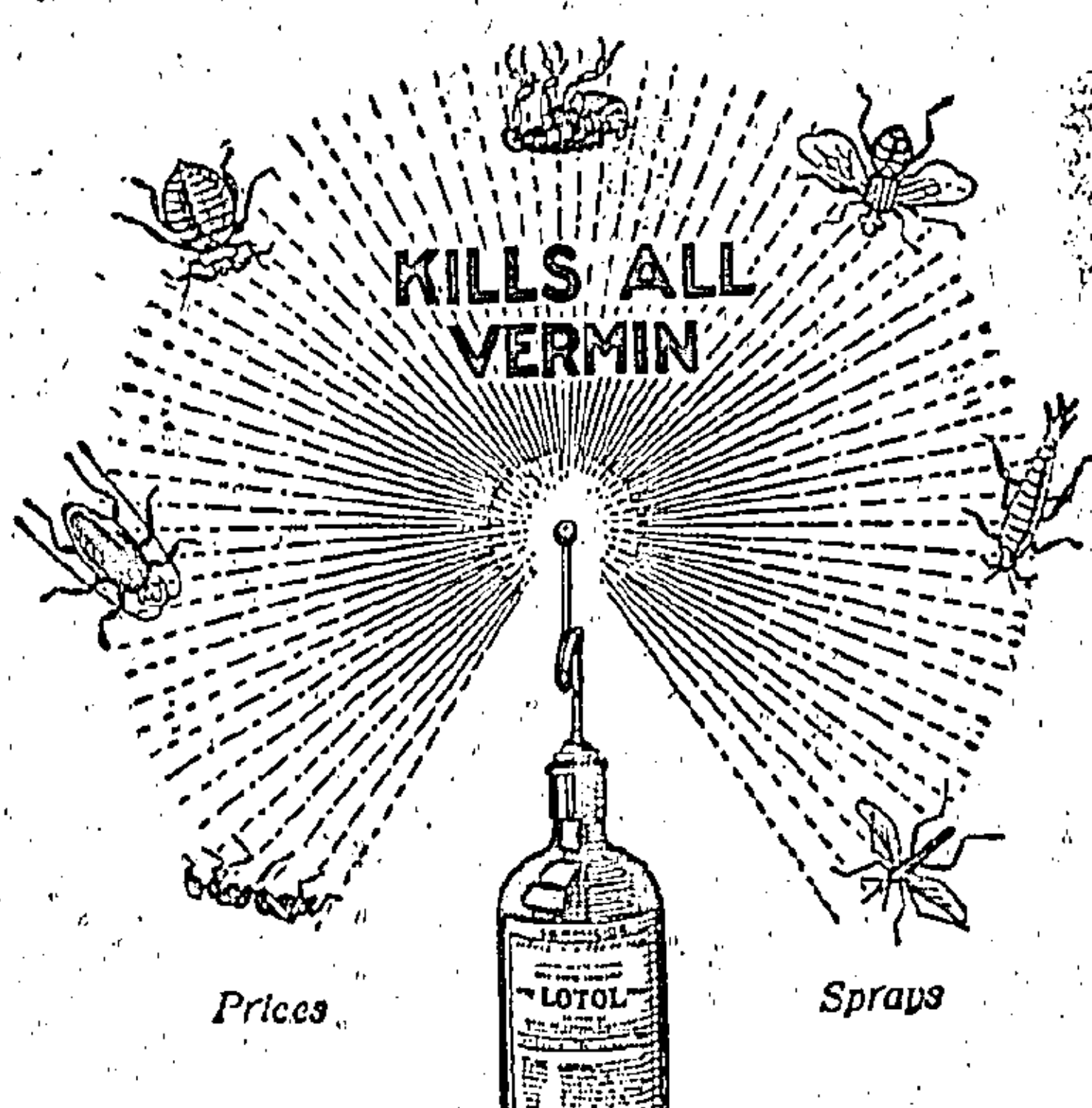
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## PUNJABIS SPORTS.

### YESTERDAY'S ATHLETIC MEETING.

The Fifth battalion of the Second Punjab Regiment were favoured with most propitious weather conditions yesterday afternoon when the annual sports meeting was held before a large gathering of friends and colleagues. The hillside round the U. S. B. C. ground was thronged with spectators and the regimental band livened up the proceedings with a number of selections.

Some of the events saw very close finishes while others were run-away victories for the winners. The Regiment showed that it possesses a very creditable number of sportsmen and the various races were keenly contested. The meeting extended over the whole of the afternoon and tea was served throughout.

At the conclusion of the sports the prizes were presented by His Excellency the Governor, (Sir Reginald E. Stubbs) who arrived during the latter portion of the meeting accompanied by his secretary and A. D. C. Shields won by the various Companies during the year were also presented. Most of the trophies were awarded to the B. Company who carried off the Shooting Shield, the Best All round Company Shield, and the Sports Trophy. The inter-Company Hockey Shield was won by the Headquarters Company, while the A. Company won the football shield.

### Other Prizes.

Besides these prizes the following were presented by His Excellency:

Three Miles Cross Country Race. —1, Sant Ram; 2, Shanker Ram. Long Jump.—1, Fateh Mohamed; 2, Girdara Singh.

440 Yards.—1, Nazam Din; 2, Ghulam Ali.

Putting the Weight.—1, Hassan Din; 2, Jemadar Mohdi Khan.

Half Mile (open to all Indians). —1, Ali Mohamed; 2, Abdul Gaular.

One Mile.—1, Sant Ram; 2, Ghulam Ali.

Three Legged Race.—1, Lachman and Nariyam; 2, Ram Singh and Ram Singh.

High Jump.—Fateh Mohamed and Mitu Ram tied for first place.

Tug of War.—1, C. Company beat D. Company in the final by two straight pulls.

Quarter Mile (Open to British Ranks). —1, Lance Corporal Mackleworth. (E. Surreys); 2, Private Miles (E. Surreys).

100 Yards.—1, Hassan Din; 2, Ahmed Khan.

Wheelbarrow Race.—1, Rahmin Ali and Mohamed Din; 2, Lal Din and Amir Ali.

Half Mile.—1, Sant Ram; 2, Ghulam Ali.

220 Yards.—1, Hassan Din; 2, Ahmed Khan.

Obstacle Race.—1, Punnu Singh; 2, Sant Ram.

Indian Officers' Race.—1, Subedar Lakhu Ram; 2, Subedar Major Fazal Rhan.

Relay Race.—1, B. Company; 2, A Company.

## INTERPORT BILLIARDS.

### CAMPOS DEFEATED BY HONGKONG CHAMPION.

In the final match of the interport billiards between the Portuguese colonies of Hongkong and Shanghai, played last Saturday night at the Club Lusitano, Mr. A. J. Osmund, the Hongkong champion, won from Mr. Campos of Shanghai by 500 to 377. Total points in all matches determined the winning margin, and Shanghai, fortunate in some of the other matches, had a lead of 247, when this, the last game, began. As Mr. Osmund could not cut this lead down by more than a half, the year's honours remain in the settlement.

The game was the best of the tournament, both men having a command of the ball that the lesser exponents did not possess. Though Mr. Osmund assumed a strong lead within the first hour of play, the Shanghai man pulled up to within 15 points at 300, but from that time on he did not have so much success, for Mr. Osmund ran off his remaining points in handy fashion, using the losing hazard off the red to a nicety.

Mr. Osmund's best break was 72, with others of 62, 58 and 48, as well as lesser double-figure scores. Mr. Campos' best run was 39; he made others in the 30's and 20's.

### DAVIS CUP.

#### DENMARK DEFEATS ROUMANIA.

London, May 14.—At Rochester, in the first round of the Davis Cup (European zone), Denmark defeated Roumania by 4 events to 1.—*Reuter.*

## ANNOUNCING

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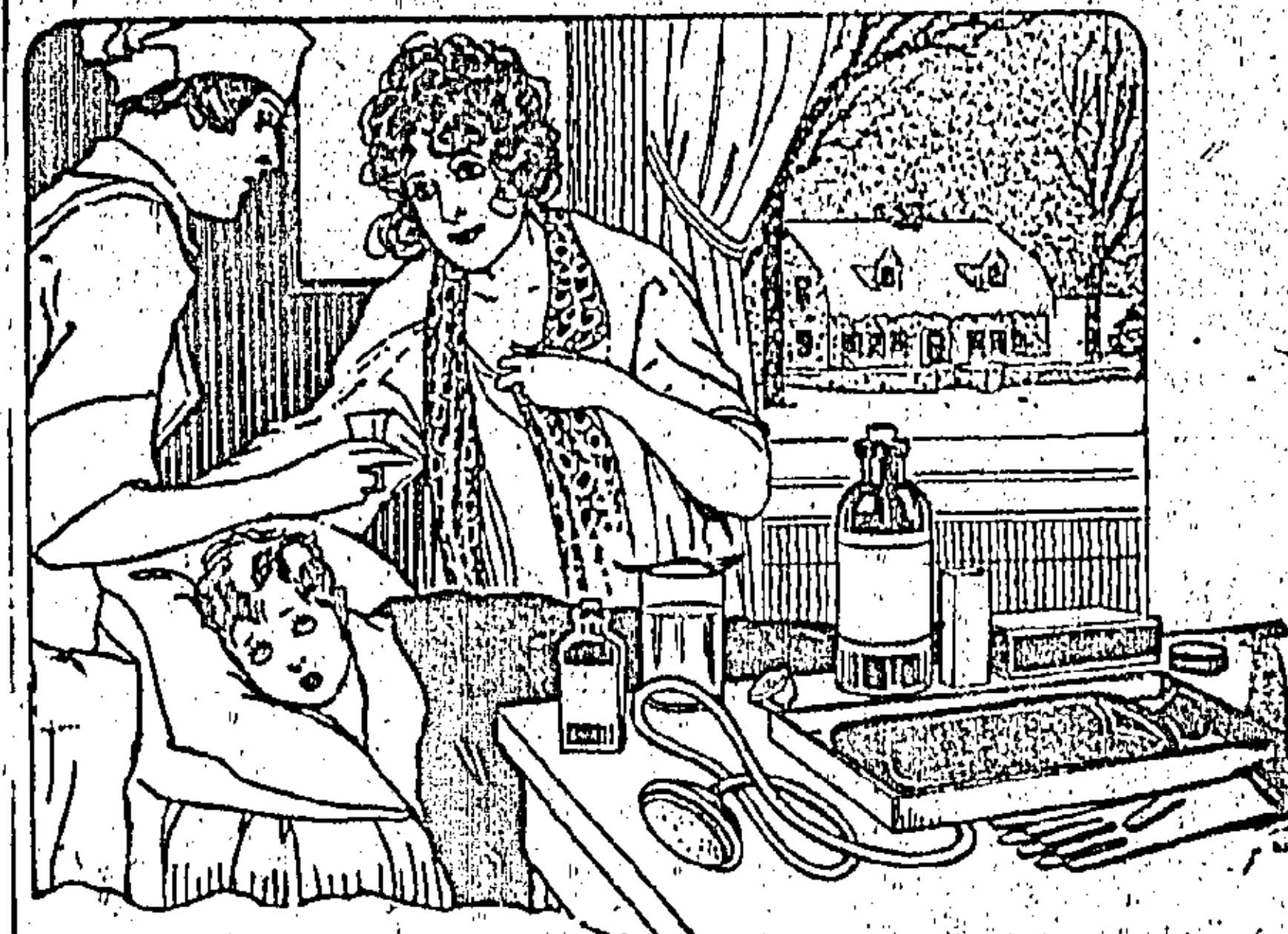
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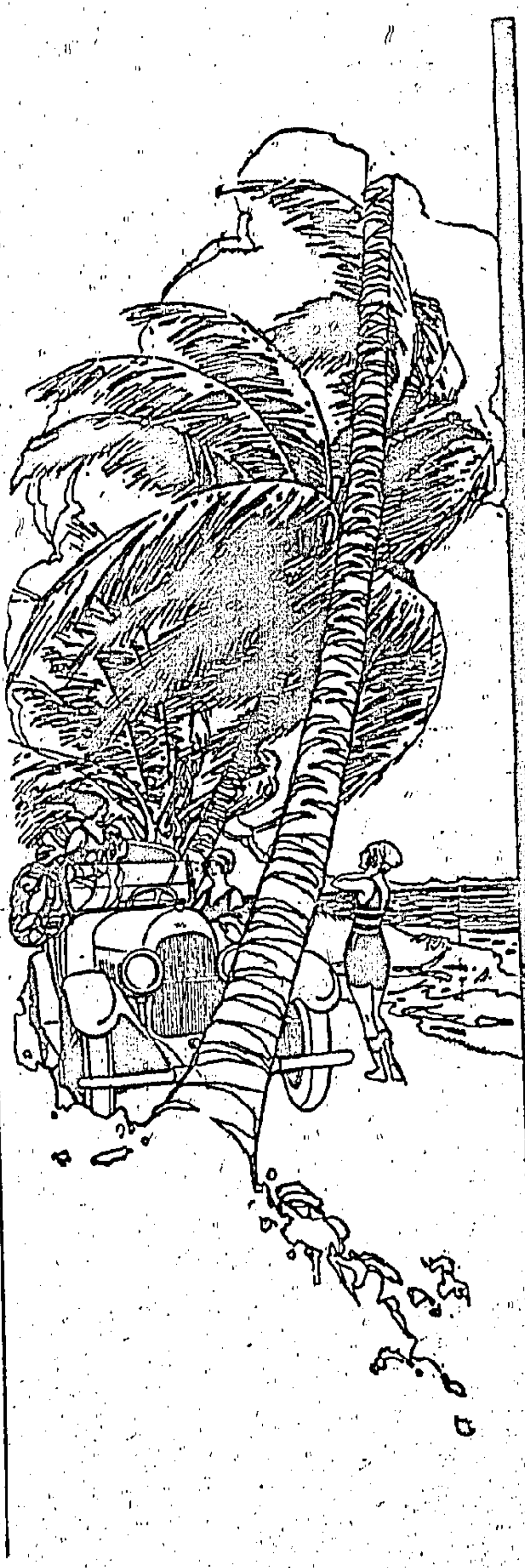
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**SPACIOUS OFFICES.** Second floor, China Building. Premises now available. Inspection any time during business hours. Apply The Hongkong Exavation, Pile Driving & Construction Co., Ltd. 2nd Floor, Powell's Building.

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**FINALS OPEN CHAMPIONSHIP SINGLES & DOUBLES.**

**BOOKING** will be closed at the Pavilion at 8 p.m. on FRIDAY, 15th May and OPEN Messrs. Moutrie & Co. at 8.30 a.m. on SATURDAY, 16th May. It is hoped to play the Final Singles on 21st May and Final Double on 22nd. The Final Doubles will be followed by the Prize Giving.

## IN 1924

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## THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

**NOTICE IS HEREBY GIVEN** that an Extraordinary General Meeting of the above Company will be held at the Registered Office of the Company Queen's Building, Victoria, Hongkong, on Monday the 18th day of May 1925, at 11 o'clock in the forenoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions, viz:—

- (1) That the Articles of Association of the Company be altered in manner following that is to say by the deletion of Article 17 and by the substitution thereof of the following Article namely:—  
"17. So long as the issued capital of the Company shall not exceed \$6,000,000 no member shall be entitled to be registered as the holder of more than 3,000 shares of the Company. Should the issued capital of the Company be increased beyond \$6,000,000, the number of shares in respect of which a member shall be entitled to be registered shall be increased proportionately, but no member shall be entitled to be registered in respect of a fraction of a share."
- (2) That the authorised Capital of the Company (which is now \$3,000,000 consisting of 60,000 shares of the nominal value of \$50 each the whole of which have been issued) be increased to \$10,000,000 by the creation of 140,000 additional shares of the nominal value of \$50 each ranking (subject as hereinafter mentioned) for dividend and in all other respects pari passu with the shares constituting the Company's present issued Capital.
- (3) That 60,000 of the said 140,000 new shares be offered in the first instance (in the proportion of one new share for every old share held by them respectively) to the members of the Company who on the 10th day of June, 1925, are registered in the Company's Share Register as the holders of the said 60,000 old shares at a premium of \$10 per share.
- (4) That the aforesaid offer be made to members by notice specifying the number of new shares to which a member is entitled. That a member whose registered address is situate in the Far East or his nominee shall pay for such new shares accepted by two instalments, i.e. one instalment of \$30 per new share to be paid on or before the 15th day of July, 1925, and a further instalment of \$30 per new share to be paid on or before the 15th day of October, 1925, and such member or his nominee who has not accepted and lodged with the Company's Bankers the first instalment due on such new shares on or before the 15th day of July, 1925, will be deemed to have declined. That a member whose registered address is situate outside the Far East or his nominee shall pay for such new shares accepted by two instalments, i.e. one instalment of \$30 per new share to be paid on or before the 15th day of September, 1925, together with interest calculated at the rate of 6% per annum on the total amount then payable for the period from the 15th day of July, 1925, until the date of receipt of payment by the Company's Bankers and a further instalment of \$30 per new share to be paid on or before the 15th day of December, 1925, together with interest calculated at the rate of 6% per annum on the total amount then payable for the period from the 15th day of October, 1925, until the date of actual receipt of payment by the Company's Bankers and such member outside the Far East or his nominee who has not accepted and lodged with the Company's Bankers the first instalment due on such new shares on or before the 15th day of September, 1925, together with interest as aforesaid will be deemed to

## THE CHINA FIRE INSURANCE COMPANY LTD.

## NOTICE TO SHAREHOLDERS.

**NOTICE IS HEREBY GIVEN** that the FIFTY-SIXTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 29th May 1925, 12.30 p.m. for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1924, and of declaring Dividends etc.

The Transfer Books of the Company will be CLOSED from May 16th to May 29th, both days inclusive.

By Order of the Board,  
**PAUL LAUDER,**  
General Manager.  
Hongkong, May 8th 1925.

## UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE TO SHAREHOLDERS.

**NOTICE IS HEREBY GIVEN** that the FIFTY-SECOND ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Building, Hongkong, on FRIDAY, 29th MAY, 1925, at Noon for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December 1924, and of declaring Dividends, etc.

The Transfer Books of the Society will be CLOSED from May 16th to May 19th both days inclusive.

By Order of the Board,  
**PAUL LAUDER,**  
General Manager.  
Hongkong, May 8th 1925.

## BRITISH TRADERS' INSURANCE CO., LTD.

## NOTICE TO SHAREHOLDERS.

**NOTICE IS HEREBY GIVEN** that the FIFTY-NINTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Building, Hongkong, on FRIDAY, 29th MAY 1925, at 12.15 p.m., for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December 1924, and of declaring Dividends etc.

The Transfer Books of the Company will be CLOSED from May 16th to May 29th, both days inclusive.

By Order of the Board,  
**PAUL LAUDER,**  
General Manager.  
Hongkong, May 8th 1925.

have declined. The Directors shall have the right to reject any nominee.

- (5) That such of the said 60,000 new shares as shall be accepted by members both in and outside the Far East shall vis-a-vis the said 60,000 old shares rank for dividend as from the 15th day of July, 1925, to the extent of one half of the nominal value of such new shares and as from the 15th day of October, 1925, equally with the said 60,000 old shares.
- (6) That any of the said 60,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid and the remaining 80,000 unissued new shares may be issued and disposed of in such manner and upon such terms as to ranking for dividend and otherwise as the Company's Directors shall in their absolute discretion think fit.

**AND NOTICE IS HEREBY ALSO GIVEN** that a further Extraordinary General Meeting of the Company will be held at its Registered Office aforesaid on Tuesday the 2nd day of June, 1925, at 11 o'clock in the forenoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and confirming if thought fit as Special Resolutions the above mentioned Resolutions.

The Transfer Books of the Company will be closed from Wednesday the 10th day of June, 1925, to Wednesday the 17th day of June, 1925 (both days inclusive) during which period no transfer of shares can be registered.

Date the 4th day of May, 1925.  
By Order of  
the Board of Directors,  
**R. M. DYER,**

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China Building, Ground Floor.  
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are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 15th May.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 21st. May, 1925 will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th June, 1925 or they will not be recognised.

No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE,**  
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15th. May, 1925.

## NOTICE.

## LUSITANO RECREATION CLUB.

## Eighteenth Athletic Meeting.

Patrons:—H. E. Sir Reginald Edward Stubbs, K.C.M.G., Very Revd. Father G. M. Spada.

The Committee has much pleasure in inviting the Ladies and Gentlemen of the Colony to their Sports at the Hongkong Football Club Ground (By courtesy of the Committee and Members) on Saturday, 16th May, commencing at 12.30 p.m.

Open Event:—220 Yards Championship open to the Colony.  
By kind permission of Major C. M. Smith and Officers, the Band of the 5/2nd Punjab Regiment will play during the afternoon.

**M. F. BAPTISTA,**  
Hon. Secretary.  
Hongkong, May 14, 1925.

## BY ORDER OF THE MORTGAGEES

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## OFFICIAL NOTICE.

Proposal to Change a Ship's Name.

I, Lau Tak Po, of 59, Des Voeux Road, 1st floor, Hongkong.

HEREBY GIVE NOTICE that in consequence of the present name being undesirable, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "Nan" of Hongkong official number of gross tonnage 37.88 tons, register tonnage 25.76 tons, heretofore owned by Choa Po Sien of China Sugar Refinery, Hongkong, and Luk Yuen of 24, Connaught Road, 3rd floor, Hongkong, for the permission to change her name to "Chung Yuan" and to have registered in the new name at the port of Hongkong, as owned by Lau Tak Po.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong, within seven days from the appearance of this advertisement.

Dated at Hongkong, this 12th day of May, 1925.

**LAU TAK PO.**

## SHUT OUT SICKNESS

by preventing its cause. Constipation is the root reason for most of the everyday ailments which afflict mankind. Are you troubled with sick headaches, flatulence, ill-smelling breath? Finkettes quickly dispel these.

**PINKETTES**

troubles. If bilious, liverish, gloomy, ill-tempered, Pinkettes will speedily set you right. Chemists everywhere sell Pinkettes, or post free, 60 cents, the vial, from Dr. Williams' Medicine Co., 60 Kings Road, Shanghai.

**PINKETTES KEEP YOU WELL**

## OREGON ORIENTAL LINE.

From PORTLAND, Ore, Japan Ports and Shanghai.

The Steamship: "WEST O'ROWA"

Voyage No. 12/61 Out

having arrived from above ports, on May 15th, 1925, Consignees are hereby requested to present their Bills of Lading in exchange for Delivery Orders, and take immediate delivery from alongside steamer.

All cargo not taken delivery from steamer by 15th May 1925 will be landed into the hazardous and/or extra-bazardous godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Consignees' risk, whence delivery may be obtained.

All broken, chafed and damaged cargo will be examined by Messrs. Anderson and Ashe (Marine Surveyors) at the godown on 20th May 1925 at 10 a.m.

No claims will be admitted after the goods have left the steamer or godowns, and all goods remaining undelivered after 21st May 1925 will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before 28th May, 1925, or they will not be recognized.

No Fire Insurance whatever will be effected.

**COLUMBIA PACIFIC SHIPPING COMPANY,**  
Managing Operators.  
Hongkong, 15th May 1925.

TRIED ON THE DOG.

Handwriting experts occasionally have an unpleasant time in the witness-box. A leading Irish barrister began the cross examination of such a witness with, "Where is the dog?" "What dog?" asked the witness in amazement. "The dog," replied counsel, "which the Judge at the last assizes said he wouldn't hang on your evidence."

## NAVY BLUE DRILLS

## ABSOLUTELY FAST COLOURS

We have recently supplied the

**H. K. C. C. TENNIS SCREENS**

Also, 40,000 yards of material to the Shanghai Post Office for use as postal uniforms.

Clothing made from these drills washed and exposed to the light continually for six months does not turn SLATE GREY but retains its FRESH BLUE shade.

Further proof was supplied when, as an experiment, material dyed by our process was submerged in a solution of hypochlorite of soda 3/4 to 1 degree Tw. for six hours, the colour remaining absolutely fast.

**FREE PATTERNS SENT UPON REQUEST**

**TAISHING DYEING WORKS, CANTON**

Established 1912.

(Hongkong Branch.)

No. 7, Wing Lok Street, 1st Floor.

All dyeing done at our own works with modern machinery under the supervision of experts.

Telephone Central 3472.

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## CHINA SIAM LINE

Regular freight and Passenger Service for Bangkok via Swatow, leaving Hongkong Mondays, sailing for Bangkok via Swatow

S.S. "HELIOS" " " Monday 11th inst. at 5 p.m.  
S.S. "HELIKON" " " 18th inst. " "  
S.S. "HERMELIN" " " 1st June " "

For further particulars apply to  
**THORESEN & CO., LTD.**  
Agents,  
Telephone No's. 450 & 2903.

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG - CANTON LINE

Sailing — To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only)  
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HONGKONG - MACAO LINE

Sailings to Macao—Daily at 8 a.m. & 2 p.m. (Sundays 9 a.m. only)  
Sailings from Macao—Daily at 8 a.m. & 2 p.m. (Sundays 5 p.m. only)

Further information may be obtained at the Company's Office, 4A, Des Vœux Road Central, Messrs. Thos. Cook & Son Ltd., or the American Express Company Hongkong.

USE

## SKETOCIDE

AND RID THE HOUSE OF  
FLIES, MOSQUITOES, ROACHES BUGS,  
AND ALL OTHER INSECTS.

DOES NOT STAIN, IS NON POISONOUS  
**THE PHARMACY,**  
FLETOHER & CO., LTD.

Asiatic Building, 26 Queen's Road Central. Tel. 345.

We have much pleasure in introducing

## La Tropical Perfectos

The finest JAMAICA CIGARS  
ever manufactured.

Made by the famous factory of B. & J.B. Machado  
Co., Ltd.

Try a box of 25 To-day.

FROM A LINER TO A  
LIFEBOAT.ALL KINDS OF STEAMERS  
FOR SALE.

Ships in good condition only  
are handled. Terms generally  
cheap, or at least moderate.  
Diesel and semi-diesel boats  
built to order. Apply by letter  
to Box No. 1272 Hongkong  
Telegraph or phone from 1.00  
p.m. to 2.00 p.m. or after 5 p.m. to  
K.559

## MASSAGE.

Mr. N. AKAJI,  
Mrs. E. AKAJI,  
Graduate of Tokyo Massage School  
No. 23, WYNDHAM STREET,  
HONGKONG, TEL. 4385.

Free Wineglasses  
given to buyers  
of Hall's Wine

A special crystal wine-  
glass made to hold one  
dose will be presented to  
every purchaser of a  
bottle of Hall's Wine.

Hall's Wine is strongly  
recommended by British  
doctors to build up  
health and strengthen  
the nerves.

Hall's  
Wine

THE SUPREME TONIC RESTORATIVE

From all first-class Chemists  
and Wine Merchants, and  
Banker & Co. Ltd., 4, Queen's  
Road, Central, Hong-Kong.

Sole Importers:  
STEPHEN SMITH & COMPANY, LTD.  
109, LONDON, ENGLAND.

Perfect  
Expression

IS AN IMPORTANT POINT TO  
A MASTER PIANIST, WITH

THE  
MORRISON  
PIANO

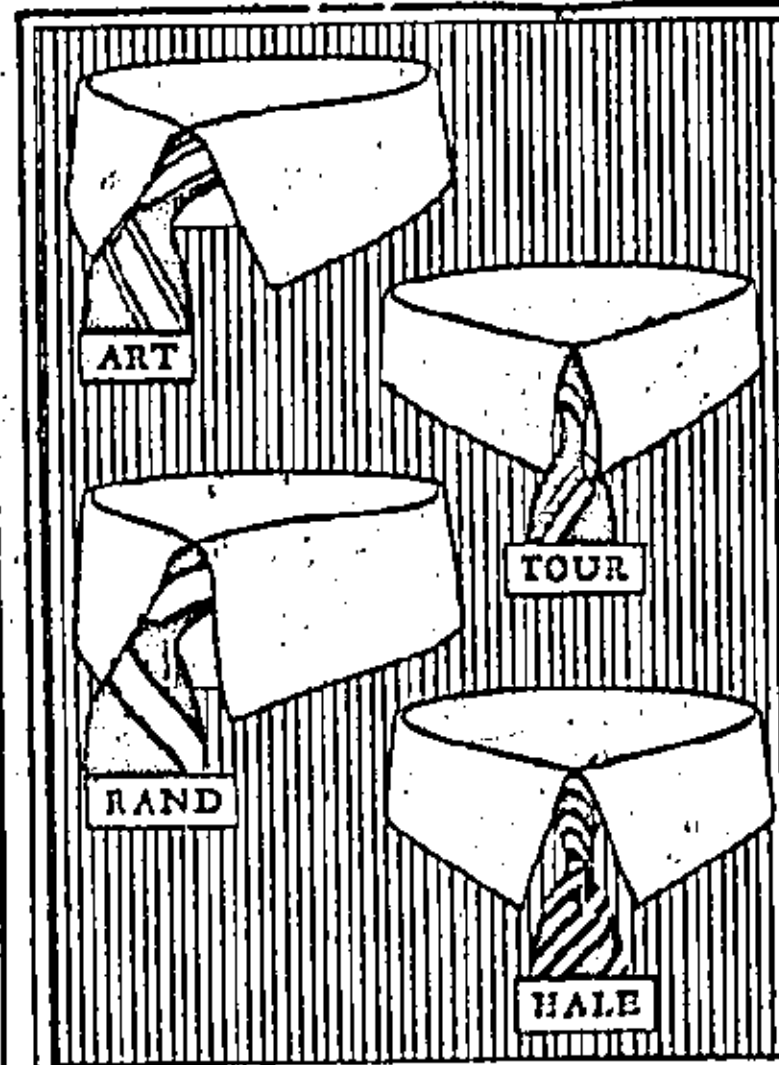
the instrument re-  
sponds to every mood  
of the player, making  
it a pleasure to play  
on it.

Let us demonstrate this  
to you at our Show Rooms

TSANG FOOK  
PIANO CO.,

8, Des Vœux Road,  
Central.

Entrance Ice House Street.  
Telephone C.4648.



## ARROW

De Luxe Soft  
COLLARS

Made of a durable  
fabric that will not  
shrink or wilt, and  
that can be laun-  
dered easily at home  
These are made in  
quarter sizes to insure  
perfect fit

SOLD at the BEST SHOPS

## WAYS OF THE EAST.

## Spring Cleaning in Japan.

Spring-cleaning, though a  
firmly established custom in  
most British households, is a  
matter for individual discretion.

In the Japanese Empire, how-  
ever, spring-cleaning, or more  
accurately spring and autumn  
cleaning—for it takes place twice  
a year—is a matter regulated by  
the police!

The Oriental counterpart of  
the Western sanitary authority  
issues orders to certain streets  
that on a given date they must  
"spring-clean" their houses;  
writes a contributor to the *Daily  
Mail*.

On the appointed day a squad  
of police, armed with swords,  
draws a cordon round the specified  
quarter, and under their super-  
vision all movable articles are  
taken from the houses, the  
"shoji," or sliding paper walls,  
removed, and what is left of the  
house thoroughly cleaned out.  
Not until the dismantled shell  
has been inspected and approved

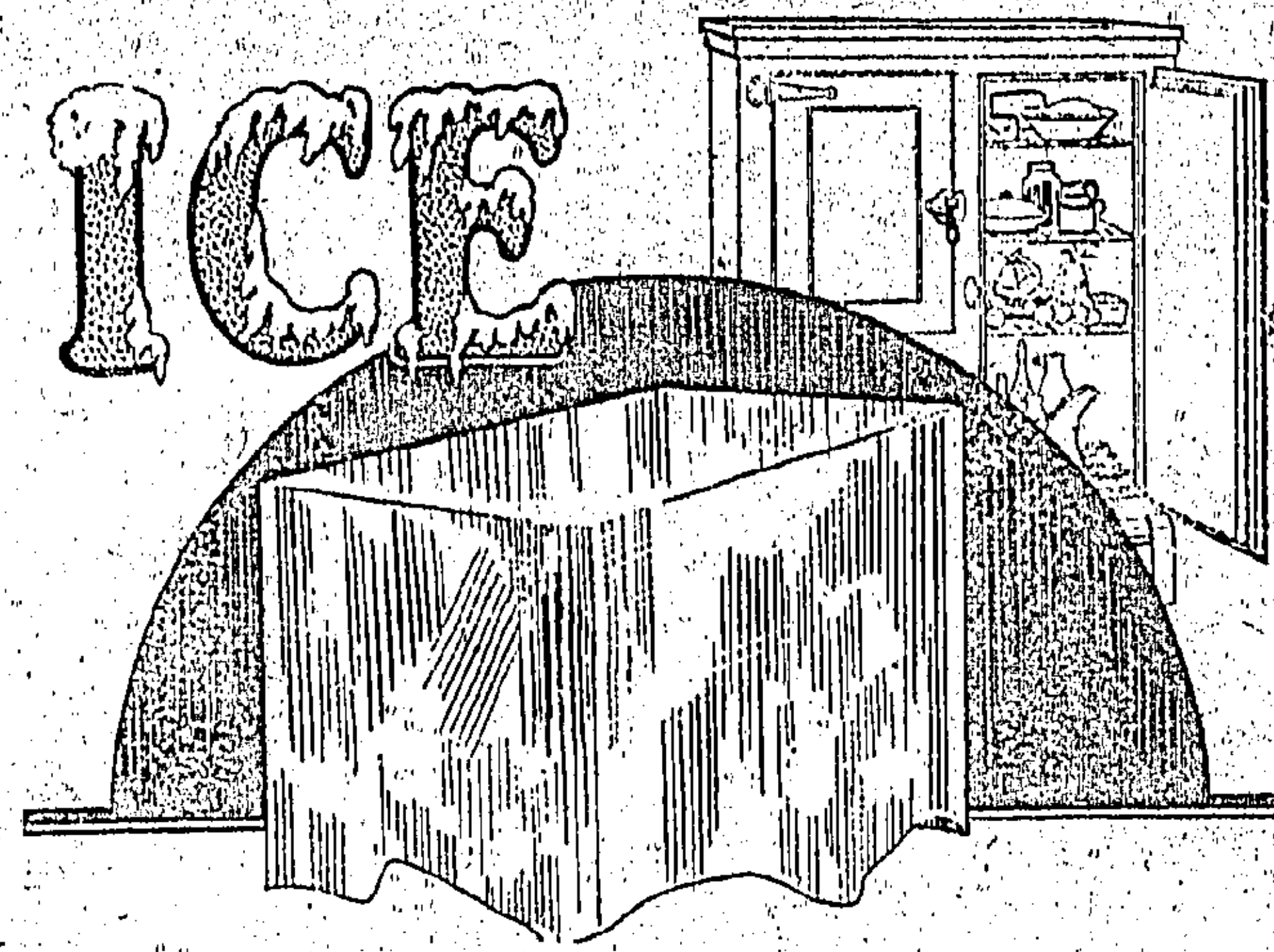
of by the police may furniture  
or clothing be brought back.

As Japanese houses are small  
and closely crowded in narrow  
streets, the only place in which  
to deposit the interior furnishings  
is the street. To the foreigner  
the sight is a weird one, with  
every house dismantled and all  
the contents strewn on the high-  
way.

It is no uncommon sight to see  
the head of the household  
giving a thorough scrubbing to a  
row of graven images seated on  
the road, his selection of family  
gods probably consisting of a  
Buddha, Hotei, the god of luck,  
with his jolly smile, Jizo, the  
children's god, and lastly the god  
of his own particular trade or  
handicraft.

A Japanese policeman is  
thorough in his methods  
and drastic in his actions, so each  
member of the family takes his  
or her part, and other work has  
to give way, as can be seen from  
the following letter received by  
the writer:—

"To my Master, Dear Sir,—I  
am very sorry I cannot come this  
morning, as the turn of Great  
Cleaning (sic) has come bounded  
to my house and neighbourhood  
which were reported from the  
City Office.  
Therefore I must be help for  
above work half-day.—Yours  
truly boy, Ishikawa."



## Dairy Farm Ice is Pure!

PURE Ice protects the health of the  
family. The food in your ice-box  
is kept fresh and appetizing; the iced  
drinks you serve taste better and are free  
from impurities.

Your refrigerator should be an all-the-year-  
round economy. Use Ice every day.

## The Dairy Farm Ice &amp; Cold Storage Co., Ltd.

SHIPBUILDERS.  
SHIP REPAIRERS.  
BOILER MAKERS.  
FORGE MASTERS.  
OXY-ACETYLENE AND  
ELECTRIC WELDERS.  
MECHANICAL AND  
ELECTRICAL  
ENGINEERS.

THE FAIRDO DOCKYARD & ENGINEERING COMPANY  
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 707 FEET

LENGTH ON BLOCKS 700 FEET

DEPTH ON CENTRE 17 FEET

SILL (H.W.O.S.T.) 24 FEET 0 INCHES

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 2000 TONS DISPLACEMENT.

CRANES GRAB AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADII.

TEL. ADDRESS: "TAKOON" TELEPHONE: 1000

CALL PLANT: "6" OVER "ALL PLANTS"

BUTTERFIELD & SWIRE, AGENTS

HONGKONG, CHINA & JAPAN.

ANCHOR BRAND  
PURE MANILA ROPE  
"THE CORDAGE YOU CAN TRUST"

ESTABLISHED 1854

MARINE ROPE

TRANSMISSION

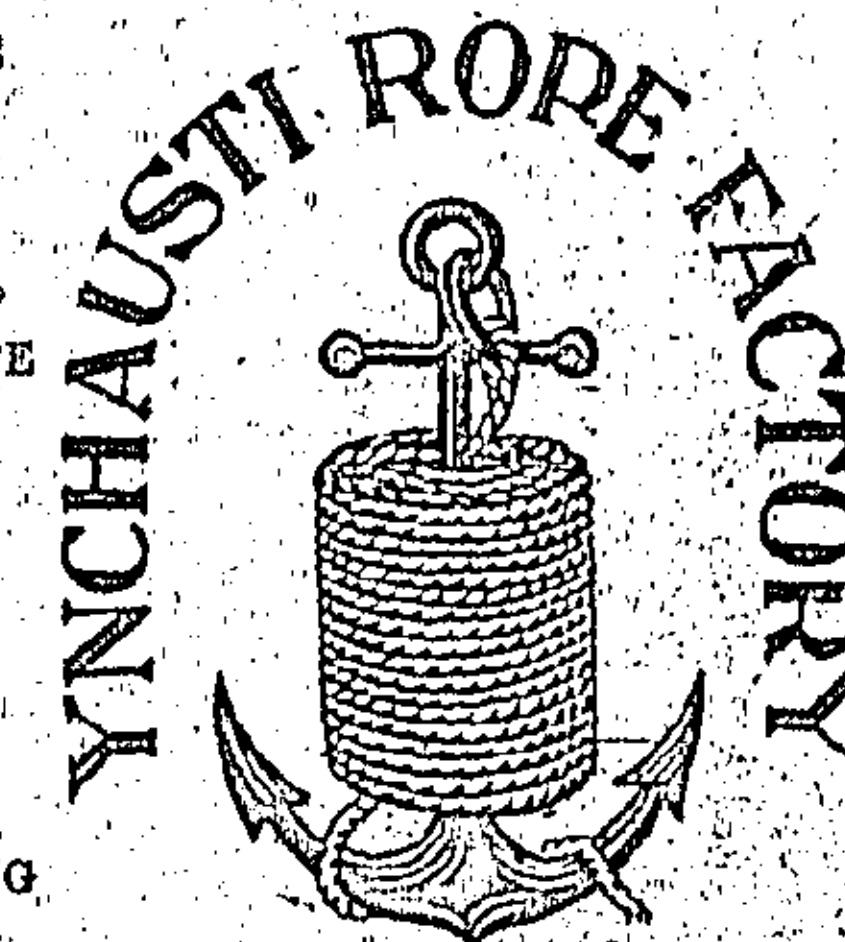
OF POWER ROPE

CABLE LAID

HAWSEERS

WELL DRILLING

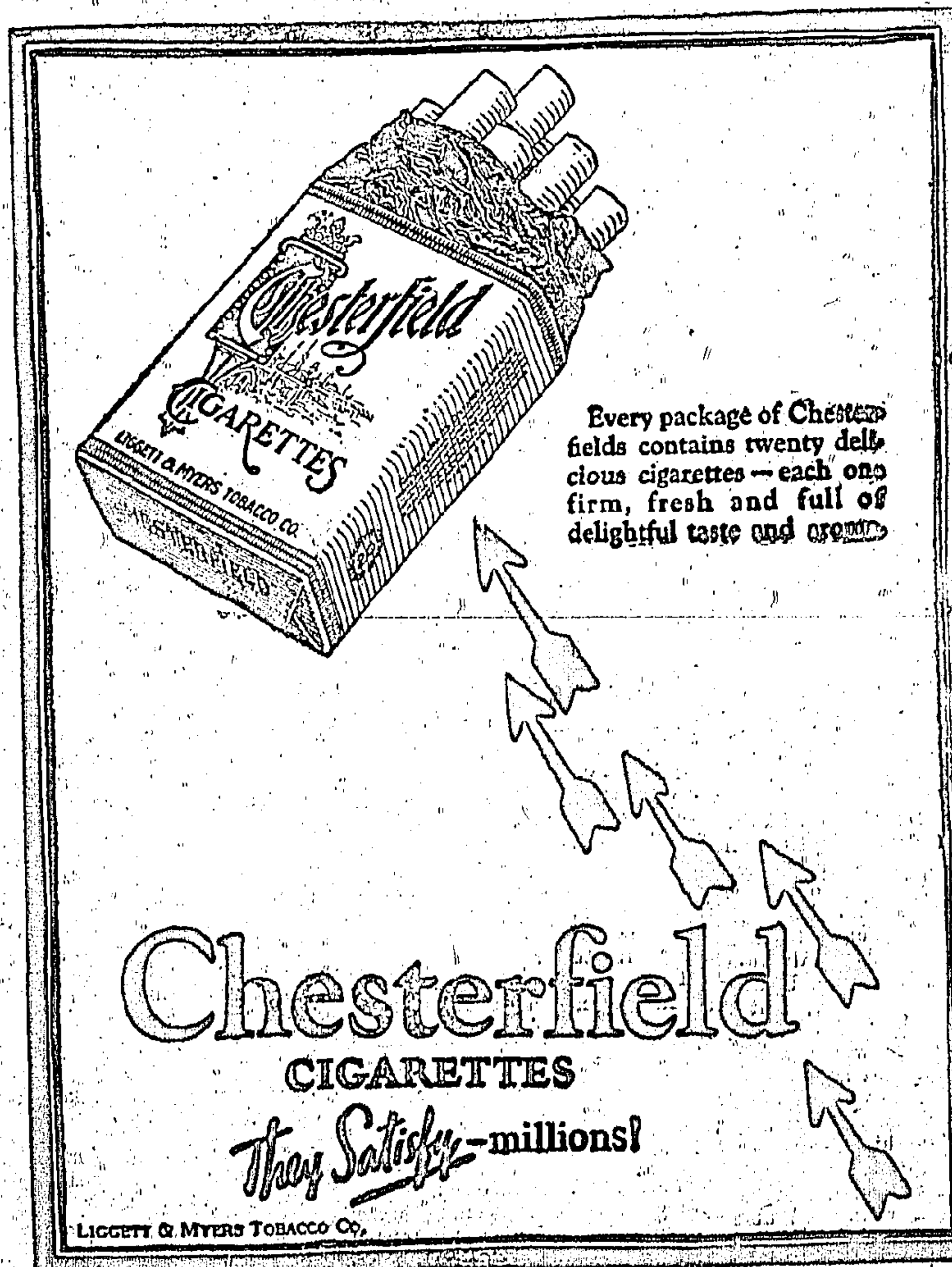
CABLES



## MANILA

STOCKS ON HAND OF ALL SIZES  
ENQUIRIES SOLICITED.

FACTORIES:—MANILA P.I.  
HONGKONG OFFICE: KING'S BUILDING.  
Telephone Central 2185.







## BURNETT'S FAMOUS LONDON DRY GIN

Gives that Distinctive  
Excellence to a  
Cocktail.

Sole Agents:

**A. S. WATSON  
& CO., LTD.**  
WINE AND SPIRIT  
MERCHANTS.

## A PIANO FOR A SONG

You First Payment is Only  
**\$50**

You Then Pay Monthly  
**\$25**

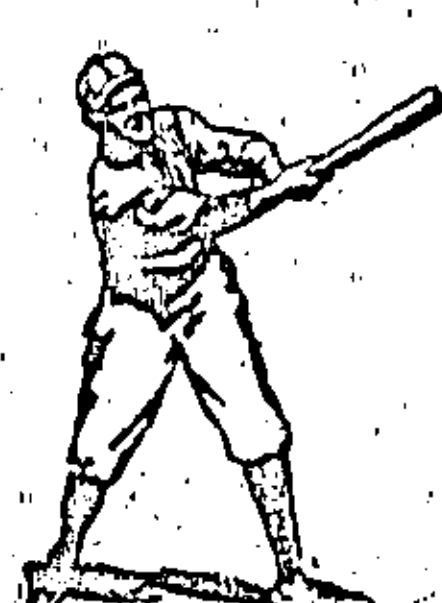
IT CANNOT FAIL TO SUIT  
YOUR PURSE

REMEMBER WE KEEP IT IN  
ORDER WHILE YOU PAY

NOTICE THE MOUTRIE PIANOS  
IN THE HOMES YOU VISIT

**S. MOUTRIE & CO., LTD.**

## SPALDING'S BASEBALL EQUIPMENT.



AS USED  
BY THE LEADING  
CLUBS  
IN U. S. A.

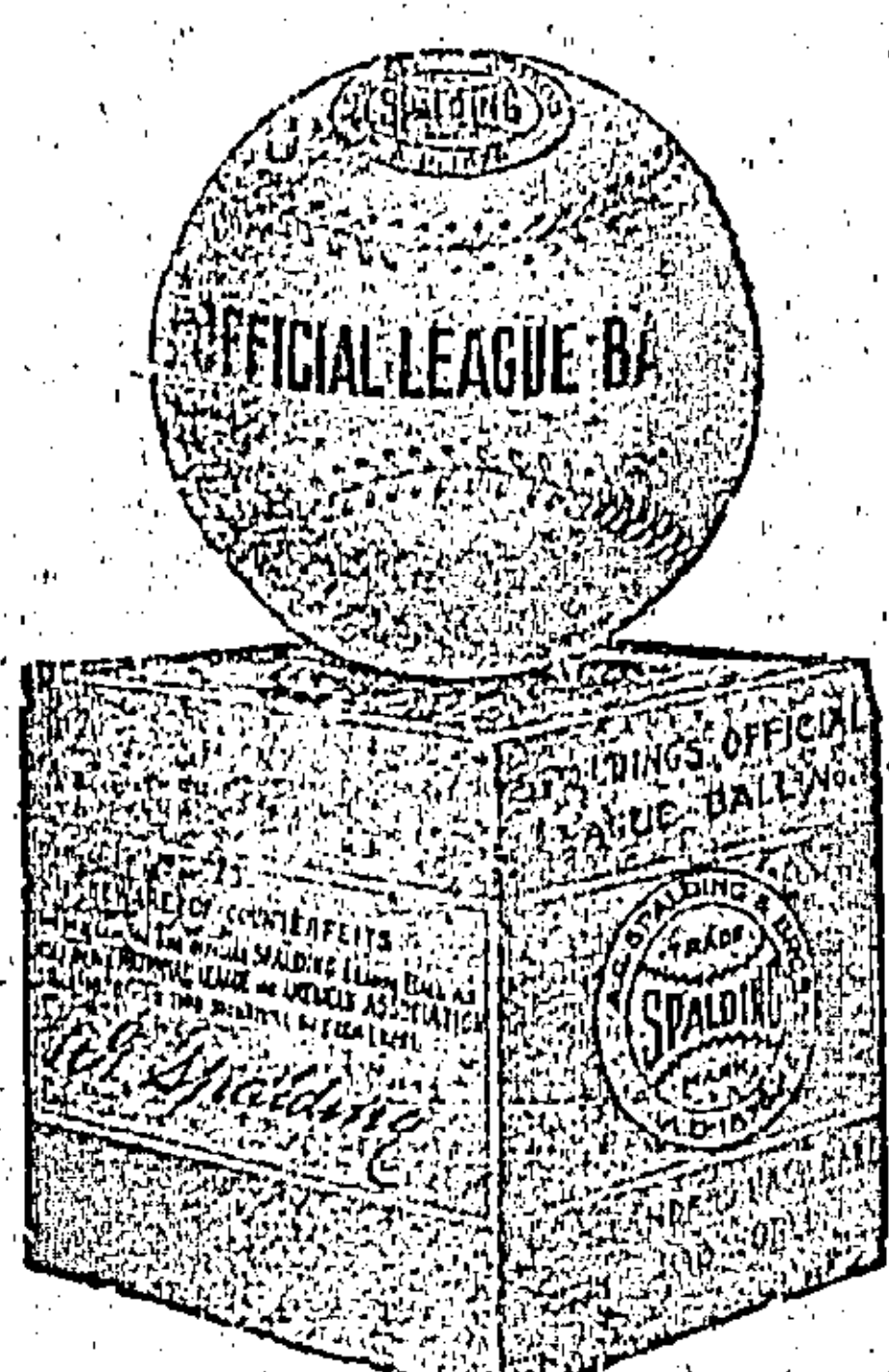


SPALDING'S  
NATIONAL  
LEAGUE  
BASEBALL  
IS

THE BEST BALL  
MADE

MASKS  
MITTS  
SHOES  
CLUBS

IN ALL SIZES

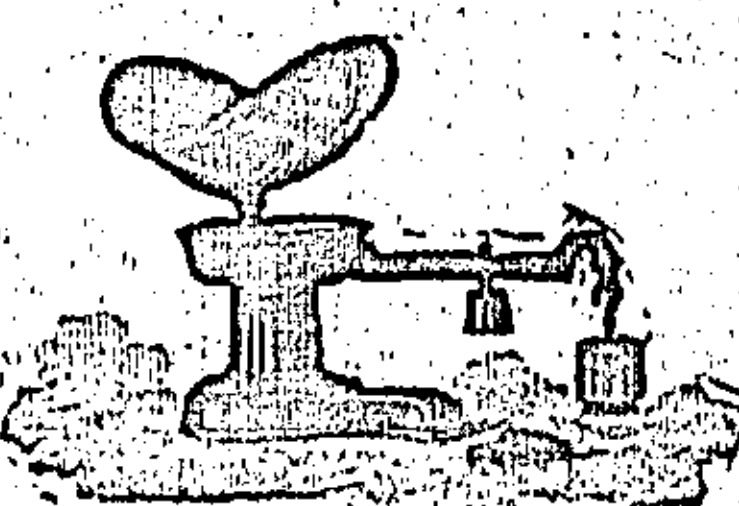


SPECIAL DISCOUNTS TO CLUBS

**LANE, CRAWFORD, LTD.**

SOLE AGENTS FOR SPALDING'S.

## HOWE SCALES For The Home



Stocks Carried Inspection Invited

We carry a full line of  
Scales for Commercial  
and Domestic uses.

**GODOWN SCALES A  
SPECIALITY.**

Sole Distributors.

**MUSTARD & Co. Inc.**

16-17 Connaught Road Central  
Phone, 1189.

## The Telegraph.

HONGKONG, 16th May, 1925.

### ARMS SMUGGLING.

The reference to the breaking up of a big gang of arms smugglers, operating in the European buying market and having its headquarters in Hongkong, whence the traffic was organised to different parts of the Far East, comes appropriately at a time when the subject is being considered by the international conference at Geneva, and following much comment which has been made in Parliament about the importation of arms into China. It is interesting to read in the report of the Superintendent of Imports and Exports about the way in which the gang was obliged to disperse after its ramifications had come to light and proceedings had been instituted against the moving spirits of the organisation. The statement that there were "technical objections" to using the large amount of evidence available against the men who were banished from the Colony, suggests that the authorities were of opinion that it would be wiser not to make public the means of detection. If our interpretation of that is correct, it is to be presumed that the knowledge obtained in this big case will stand the authorities in good stead in any future action which might become necessary against arms smugglers.

However, it would be absurd to presume that the bringing of one organisation to book is likely to affect the whole traffic, which is carried on by a multitude of agents, actually in competition with each other. The police and revenue officers in different countries unearth the workings of arms and drug smugglers every now and again, but often by mere chance. In a case we know of, the fortunate discovery of a letter that went astray led to the detection of a gang which had operated successfully for a number of years. At the same time, there is no doubt that the stricter watch which is being kept is making matters harder for the traffickers, and if some form of international convention be drawn up in the near future, and if it be loyally kept by the countries concerned, the risks of detection should be largely

increased. We doubt whether smuggling of any kind can ever be entirely suppressed. The profits from one success are usually sufficient to place a small fortune in the hands of the participants, and the risk will always be taken. The traffic in opium, for instance, has not been checked even by the huge fines inflicted on people detected, principally because their employers are well able to meet the imposition. Less money is probably made out of arms smuggling, and there is the additional penalty of severe imprisonment for convicted culprits, yet the danger they run must be worth while, for the evil shows no diminution. Perhaps we see a reflection of what legislation can do, in the matter, in the present trend of the traffic. Lately there have been fewer consignments to the East from America and more from Germany. The United States, as it happens, have recently instituted rigid supervision over potential traffickers in arms, whereas we do not know of any special measures adopted by the German authorities. Everyone has heard about the "mystery ships" that are alleged to have been observed off the China Coast, presumably landing precious cargoes of rifles, pistols, and ammunition. If the suspicions against certain vessels be well founded, it is a pity that there appears to be no means of checking their operations unless they put into a British port. One can only hope that the Geneva conference is going to devise a scheme by which proper international co-operation can be effected; but in the meantime it is disquieting to think of the hundreds of weapons that must be finding their way into unauthorised hands every week in different parts of the Far East, until a position might eventually be reached when the traffic would actually diminish of itself owing to immediate demands being fully satisfied!

### Our Taxes.

Most of Hongkong's menfolk smoke and drink, and for that reason there is general interest taken in the question of the taxation of liquors and tobacco. Looking through the annual report of the Imports and Exports Department, we find some interesting figures on this matter. The revenue from both European and Chinese liquors decreased last year, the total shrinkage being some \$46,000. In this connection, it is recorded that the collection of duties on Chinese liquor is at present unsatisfactory. It appears that whereas in 1913, licensees numbering 240 paid in duty on an average of 6,088 gallons each, last year 341 licensees in the same districts paid on an average of only 3,603 gallons each. Methods are now being taken to secure better control of production, although the problem is a peculiarly difficult one. So far as tobacco was concerned, the collection of duties resulted in some \$176,000 more being secured last year than in 1923. The public is, of course, always interested in the question of the future of taxes on these two commodities, but nothing is said on this subject in the report so far as it relates to tobacco. In the matter of the liquor duties, however, a revision of the taxation law has, it appears, been approved, and at the time the report was issued work was proceeding on the question.

### Rider Haggard.

Literature loses a talented man as a result of the death of Sir Rider Haggard, who first leapt into fame as a novelist with "King Solomon's Mine," since when he has produced some thirty romantic novels. When only 19 years of age, Rider Haggard went to South Africa as secretary to Sir Henry Bulwer, Governor of Natal, and in 1877 he became a member of the staff of Sir Theophilus Shepstone, Special Commissioner to the Transvaal. In 1878, we find him

### DAY BY DAY.

TRUE HAPPINESS NEVER FLOWS INTO A MAN, BUT ALWAYS OUT OF HIM. HEAVEN ITSELF IS MORE INTERNAL THAN EXTERNAL.—Newman.

Lieut. G. C. Fawns, R.A., has proceeded to India on recruiting duty.

A gold wrist watch valued at \$30 was stolen yesterday from the cabin of Mr. Andrew, fourth engineer of the Kalyan.

Messrs. Carroll Bros. are in receipt of a telegram from Singapore advising that the price of rubber is now \$1.07 per lb.

Shipping is warned that searchlights will be exercised at Lyonnun from 7.15 p.m. to 8.20 p.m. on Thursday, 28th May.

His Excellency the Governor has appointed Dr. R. M. Gibson and G. H. Thomas to be members of the Midwives Board for a further term of three years.

It is notified that a press notice of about 250 words is broadcasted daily at 0400 on 2200 metre wave length from the Naval Wireless Station on Stoncutter's Island.

His Excellency the Governor has appointed Mr. A. S. MacKichan to be a member of the Authorized Architects' Committee, vice Mr. Albert Denison, resigned.

The Gazette contains particulars of the renumbering of premises in Caine Road, Des Vaux Road West, Peel Street, Pokfulam Road, Portland Street and Shanghai Street.

His Excellency the Governor has appointed Dr. R. E. Tottenham, B.A., M.D., D.P.H., F.R.C.P.I., L.M., to be Honorary Visiting Obstetrician and Gynaecologist to the Government Civil Hospital, and also to be a member of the Midwives Board for a period of three years.

Yau Fook-kue, a married woman living at No. 603 Shanghai Street, has reported to the police that armed robbers entered her home at 3.30 p.m. yesterday, and stole jewellery to the value of \$80. She stated that a revolver was pointed at her, whilst another member of the gang bound and gagged her.

In connection with Imperial Baby Week at Wembley from July 6th to 11th, there will be a display of the Empire's bonniest babies' photographs, culled from the entries received; whilst the prizes and certificates won in the competition will be presented to the winners or their deputies at a grand presentation ceremony in the large conference hall.

The Canton Gazette says:—Another step to perpetuate the memory of Dr. Sun, will be the preservation of his ancestral home in his birthplace, Ts'ui Heng village, in the Heungshan district, recently renamed Chung Shan district. The Governor, in compliance with the popular request, has ordered the magistrate there to take measures to preserve the historic place.

A Chinese bricklayer was yesterday committed for trial on a charge of attempting a robbery with violence on the inmates of the second floor of No. 157 Kee Lung Street, Shamsuipo, on the 4th instant. Evidence was given to the effect that the man secured admittance as a prospective tenant, but his project was foiled by the unexpected resistance from a woman and the timely action of a man living in the adjacent house. The latter blew a whistle and went out into the street, where he cut off the man's escape.

Master of the High Court in the Transvaal. Later, he settled in England and came to be looked upon as an authority on rural problems. In 1905, he was commissioned by the Colonial Office to enquire into the Salvation Army settlements in the United States and his report, later published, was a fine piece of work, attached to which was a scheme for national land settlement. He was a practical farmer and gardener, as he clearly demonstrated on his own estate, and he will go down in the memory of all who knew him and his works as a virile and able man of many parts, with a wide outlook on life.



I hear on good authority that the recent discoveries of the Snefru tomb in Egypt and the temple of Nin-Gal in Mesopotamia have so excited that esteemed and venerable Egyptologist, Prof. Piffinger Rottenbleiter of Pötztausend, that he has emerged from his retirement, and is now feverishly engaged in fitting out an excavating expedition of his own. It had long been his wish to attempt to locate and dig up the ancient Hanging Gardens of Babylon, but owing to persistent ill-health, caused by his swallowing a box of dominoes in mistake for some slices of currant bread, he was forced to retire from active archaeology. However, startling discoveries of his rivals would soon to have acted as a powerful restorative, for last week he was able to start buying his equipment, which, I understand,



is being entirely supplied by Messrs. John Walker and Sons, Ltd., Messrs. J. Buchanan and Co., Ltd., and Messrs. John Dewar and Sons, Ltd.—bottles allowed for on return.

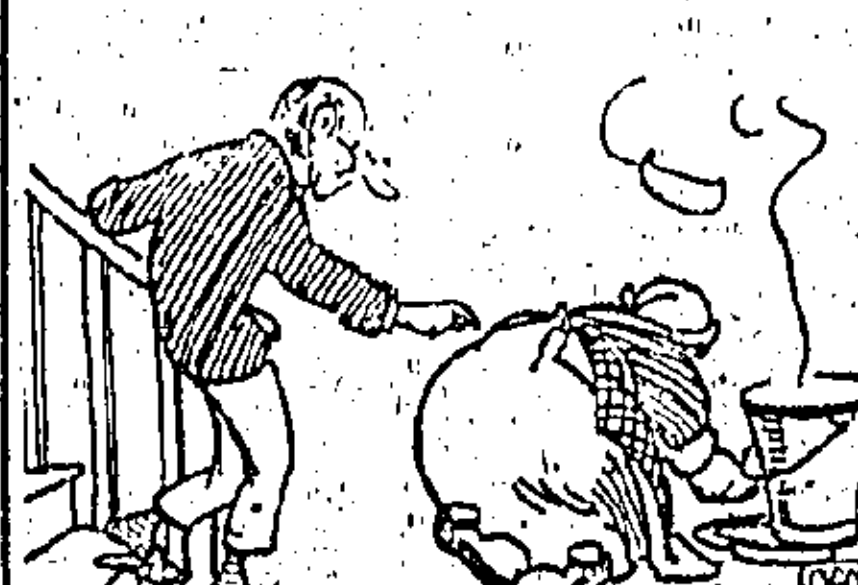
I hope to be able very shortly to give Mixed Grill readers some exclusive news concerning the progress of this expedition.

### RHYMES WITHOUT REASON.

A very nice fellow was Melhuish;  
His temper, however, was helhuish;  
And so hot was his ire  
It would set 'coke on fire  
A fact I won't try to embelhuish.

The Aze (Devonshire) Fishery Board of Conservators, I see, have decided to pay a shilling for each cormorant killed in the district. With the help of my private chartered accountant I have been going into figures, but find, much to my disappointment, that at that price I cannot make my projected cormorant-farm pay.

Coming downstairs to breakfast two afternoons ago I encountered a weird effigy, with its head done up, in a pudding-cloth, and exuding a strong aroma of four-ale. Not quite certain whether I was fully awake, I gave the figure a pinch as I passed it. It gave a shriek like a bloater bereft of its roe.



and held out on to the stair-mat in one. I then realised what was happening, I was being spring-cleaned, and the weird effigy was none other than the "extra help" which it is customary to engage upon these solemn occasions.

After this brief preamble, you will probably not be altogether surprised to learn that yesterday found me starting to write these notes in the scullery. I was agreeably surprised to find that the sink made a far more comfortable chair than I had anticipated, that a knife-board supported on two jam-pots formed a very serviceable writing-desk, and that the bottom of a fish-kettle was at least as comfortable a head rest as the railway carriages provide.

By the by, can anybody recommend me a one-night cure for rheumatism?

From a scientific journal I glean the important news that,

after a series of experiments, it was found that ducks fed on fish laid green eggs, whilst ducks fed on scraps of meat laid pink eggs. The report, however, omits to state whether ducks fed on snared rabbits laid poached eggs.

Mrs. Ferguson, the Governor of Texas, maintains that cigarette-smokers ought to contribute towards education. Well, my conscience is clear on that score. I might almost say I adopted cigarette-smoking solely with the object of contributing towards education. For years I have been in the habit of giving my cigarette-pictures away, with the result that there's many a street-urchin who could whisk me (who am an M.A. of Oxford, Cambridge, London, Durham, Dublin, Harvard and the Polman Institute), in an examination in Old Furniture, Antique Silver, the Flags of all Nations, and the Golf Courses of Great Britain.

### ABROAD-THOUGHTS FROM AT HOME.

(After—a long way after—Robert Browning.)  
Oh, to be in Fiji  
Now that April's here!  
For whoever wakes in England  
Sees, each morning, dank and drear,  
That the splash-splash-splash of the pelting rain  
Is flooding the gutters and choking the drain;  
While the garden's more or less of a slough  
In England—now!

And after April, when May follows,  
And the corner cranks, and the dry-throat swallows!  
Hark, where my swaying clothes-line in the hedge  
Leans to the field and scatters on the clover  
Pants, socks and hankies—near my early "vedge"  
Sits the silly cuckoo, cuckooing twice over.  
Heave half-a-brick at him, then the other,  
Lest he should think it was somewhat abrupt, your first fine careless rapture!

Once again, I see, the scheme of a Channel tunnel from Dover to Calais is being discussed. I am afraid I must appear very conservative when I say that the old-fashioned method of swimming the Channel is quite good enough for me.

Much to my regret I find that I shall be unable to get away for Easter. A congestion of work, caused by various periodicals' Special Christmas Extras for 1930 going to press somewhat earlier than I anticipated, will necessitate my staying at home, much as I want to visit one or other of our native "Easter-tide resorts" advertised on the pictorial railway-posters. I should like, for example, to visit D—, where apparently, in the second week of April ladies walk about in diaphanous raiment, and men attain a



state of sunburn such as is usually only acquired after long residence in the tropics. Or, again, H—, where sunflowers and hollyhocks (if the pictures can be believed) will be in full bloom; and half-naked children be seen romping beneath a cornucopia sky such as Italy never knew even in summer. After feasting my eyes on these pictorial delights it will be cold comfort to have to spend Easter wrapped in thermogone and with my foot on a hot brick.

### FERRY SCARE.

A GUARD'S CARELESSNESS. Passengers on the 6.30 morning ferry for Cheungchau were alarmed yesterday by the report of a revolver shot, and many

were quick to anticipate the outbreak of a piracy. However, it was only the Chinese guard accidentally discharging his revolver whilst examining it, and fears were allayed on an explanation being given.



THE HONGKONG TELEGRAPH MOTOR SUPPLEMENT

SPECIAL  
SUMMER NUMBER

SATURDAY, May 16th. 1925.

The ever-increasing popularity of Motoring in Hongkong has prompted the production of this Special Summer Number at a moment when the Colony's motorists are looking forward to the joys of afternoons and evenings spent in visiting the many beauty spots of the Island and Mainland.

The Official  
Organ of the  
Hongkong  
Automobile  
Association.

CARTOONS — PICTURES — CURRENT COMMENT — GENERAL MOTOR NEWS.



## BRITISH MOTOR NEWS.

## Specially Written for the "Telegraph."

London, March 30th.

A few years ago the policy of the British Motor industry was open to severe criticism from the standpoint of many Overseas markets. There were real grounds for complaint in the fact that very few British manufacturers took the trouble to consider overseas requirements in respect of such essential points as good ground clearance and suitable wheel track. There are, of course, other factors of great importance, such as adequate engine power, efficient cooling for hot climates, good springing and so on, but in many districts neglect merely of the two first mentioned requirements was fatal.

## CATERING FOR OVERSEAS DEMAND.

It is therefore very satisfactory to be able to state that the great majority of British manufacturers are now fully alive to the demands of the overseas. To prove this point, just a few examples may be quoted. The Bean "Fourteen" which, since its introduction late in 1923, has achieved fame by remarkable journeys over trackless country in Australia and Africa, is a good example of the moderate priced car with ample clearance and the standard wheel track of 4ft. 8ins. proved to possess plenty of engine power and sufficient strength to meet the worst possible conditions.

One of the latest newcomers among British cars is the 30/35 h.p. Triumph. This is a very finely finished chassis of admirable design. One of its special features is the system of hydraulic four-wheel brakes, in addition to which there is also a transmission brake. The standard wheel track, suitable where no proper made roads exist, has been adopted, and the ample ground clearance of 10 inches is provided.

In some instances recently British manufacturers, while not actually introducing new models, have modified their old ones to make them more completely suitable for overseas use. Thus, the six-cylinder Star, known as the 20/50 p.h. model, has had its wheel track increased from 4ft. 4ins. to 4ft. 8ins. The same firm's new four-cylinder model, known as the 14/30, has a similar wheel track and very good ground clearance.

In certain cases the policy of British manufacturers has been on a careful personal study of overseas markets. Thus, for example, following upon a world tour by their Managing Director, Mr. Pullinger, the firm of Arrol-Johnston have adopted the standard 4ft. 8ins. wheel track both for their 15.9 h.p. car and also for their 20 h.p. chassis, which is justifiably described as their "Empire" model.

A recent larger production of a firm already famed for its light cars and cycles is the 18/50 p.h. Swift. This is a four-cylinder car in which the engine, four-speed gear box and clutch form one unit. It is fitted wheel with four-wheel brakes and an additional pair of brakes on the back wheels. The clearance is upwards of 10 inches and the standard wheel track has been adopted.

## FACTORY METHODS.

As regards factory methods also, the British industry as a whole, and its leaders in particular are no longer open to adverse criticism. The thoroughly modern character of the methods now being adopted was well indicated in a paper recently read before the Institution of Automobile Engineers by the General Manager of Morris Engines (Coventry) Ltd. He pointed out that the ideal aimed at is not "mass" production, which involves the simultaneous treatment of a number of parts, but rather "flow" production, which means that all components of the assembly are kept continually moving in the same direction from machine to machine. In the factory in which the engines of the Morris-Cowley and Morris-Oxford cars are produced, there is a machine weighing over 300 tons and incorporating over fifty working stages. The work is moved from stage to stage by pneumatic hoists and never touches the floor between its arrival as a casting and its completion. A finished engine is delivered every four minutes. The factory is at present working twenty-four hours a day in three shifts of eight hours, and the "flow" principle

is even applied to the service of meals, each shift having an interval of half an hour only, which necessitates plates of hot food being served on a moving conveyor.

## SIGNS OF INCREASED DEMAND.

After so long a period of depression, it is pleasant to be able to report that singular activity is now by no means the prerogative of any one factory. Thus, in the Singer Works at Coventry day and night shifts have for a long time past been run, week in and week out, including Saturdays and Sundays.

On the whole, therefore, it would seem that the conditions under which the industry is working, and the broad outlook taken by designers are operating together in a manner which will inevitably lead to a big increase in overseas trade in British motors, especially when one remembers that keen competition and improved methods of manufacture in substantial quantities are combining to lead to reductions of price down to figures which are unquestionably very attractive.

## MOTOR SHOWS FOR 1925.

With the exception of one or two individual firms, the British Motor and Cycle Industries will not be taking any part in the British Empire Exhibition of 1925. Last year an informative Joint Exhibit was organised by the Society of Motor Manufacturers Union, but it is to be inferred that the results did not come up to expectations, as, when the matter of participating again this year became due for discussion, opinion was almost unanimously adverse. In refraining from taking part, these industries are in no way influenced by prejudice of any kind. Last year the first, all-British motor exhibition ever held took place in Australia. It was backed by the Association of British Motor Manufacturers and the British Cycle and Motor Cycle Manufacturers Union, and was so successful as to lead these two bodies to the conclusion that, in respect of the development of their export trade, the organisation of British motor exhibitions overseas is preferable to participation in any general exhibition held in Great Britain. This decision, of course, does not affect the annual specialised exhibitions held at Olympia, London. This year the first of these will be the Cycle and Motor Cycle Show which will be open from September 1st to September 26th. Overseas traders likely to be interested have been widely circulated, but those who may not have yet received invitations will have no difficulty in obtaining them on arrival in England from the manufacturers' union promoting the Exhibition.

The next of the series will be the Motor Car Show, which will be open at Olympia from October 8th to the 17th, and the third will be the Commercial Vehicle Exhibition open from October 29th to November 7th. Finally, an important section of the Engineering Exhibition, which will be held at Olympia from November 23rd to December 6th, will be devoted to motor boats and marine engines.

## POSITION OF MOTOR CYCLE INDUSTRY.

The position of the British motor car industry has been outlined, and that of the motor cycle industry is even more satisfactory. It is stated in "The Motor Cycle" that £226,461 worth of motor cycles was exported by Great Britain in January 1925 as compared with £152,100 for the same month of 1924, and £277,302 for January 1923. Many of the leading manufacturers are finding it necessary to enlarge their premises. Big additions are being made to the Works at Redditch in which the Royal Enfield cycles and motor cycles are built, the factory covering about eighteen acres.

Extensions of the A.J.S. factory at Wolverhampton bring the acreage up to about 13½, exclusive of the special works in which sidecars and bodies are built.

The manufacturing efficiency of the industry is well illustrated by a recent test of a really extraordinary character conducted by the Auto Cycles Union. Representatives of the Union ordered from fourteen different firms stockings B.S.A. parts the necessary parts for the assembly of a 2.49 h.p. B.S.A. machine. All these orders were ordinary retail transactions. Most of the parts were handed direct over the

counter, and all were supplied within three days of the placing of the orders. The machine was then assembled under official observation, the assembly taking less than five hours and being done by hand tools only. The complete machine was then driven over a distance of upwards of 100 miles without an involuntary stop, this affording wonderful testimony to the accuracy of dimensions of every part, great and small.

Equally, in the matter of price, the industry is doing extraordinarily well. An excellent example is the newest model of Triumph rated at 4.94 h.p. This, with three-speed counter shaft gear, chain drive and Dunlop tyres, is marketed at the very low figure of £42.17.6 ex works. This has only been rendered possible by the speeding up of output and consequent lowering of overhead charges on each individual machine. The original intention was to turn out 1,000 a week of the new model, but it is found that this quantity is quite insufficient to meet the overwhelming demand, and the necessary steps for increasing the output are being taken.

Much is being done to provide for the improved comfort of the motor cyclist and his sidecar passenger. Thus, the Royal Enfield combination may now be obtained fitted with Dunlop Cord balloon tyres.

In the latest 990 c.c. sporting Matchless, built by Messrs. Collier, Plumstead, the spring forks incorporate twin frictional shock absorbers, with the addition of a steering damper controllable by a small lever in the centre of the handlebars. Thus, the rider can adjust the friction of the steering mechanism while he is travelling, so that even at a speed of 80 miles an hour the machine holds the road admirably.

Yet another cause of the popularity of British motor cycle in the remarkable success that they have met with in International competitions in all parts of the world. Almost all the big events of 1924 were won by British machines. Thus, for example, one private rider of an 8 h.p. P. & P. won over thirty events during last season, and in many of the big long distance trials British machines of comparatively low h.p. beat all entrants of other nationalities irrespective of engine dimensions. The popularity of the motor cycle for the carriage of light loads in connection with trade and commerce is rapidly increasing owing to the high degree of reliability obtained, but this must be made the subject of a separate note.

## SPEEDY!



Some boys are so fast that they think the speed-limit is a mere sprint.

**HOTEL FOR CHAUFFEURS**  
Berlin is getting a combination garage and hotel for chauffeurs. Room accommodations are for 200 men and twice that many autos. It is expected to save time of the chauffeur in going from his home to the garage.

**PROTECTION LOW.**  
While the number of motor vehicles in the last ten years increased 700 per cent. on an average in the United States the police traffic force in many cases has remained the same as ten years ago. This is the declaration of special investigators of the American Automobile Association.

Essex  
Touring

ESSEX

Now With Genuine Balloon Tyres

With genuine full-size balloon tires as standard equipment on both the touring model and the Coach, the Essex offers even greater value in road comfort, good looks and long life.

And with the advanced system of spring suspension and low center of gravity, safe, comfortable travel is assured on all roads and at all speeds.

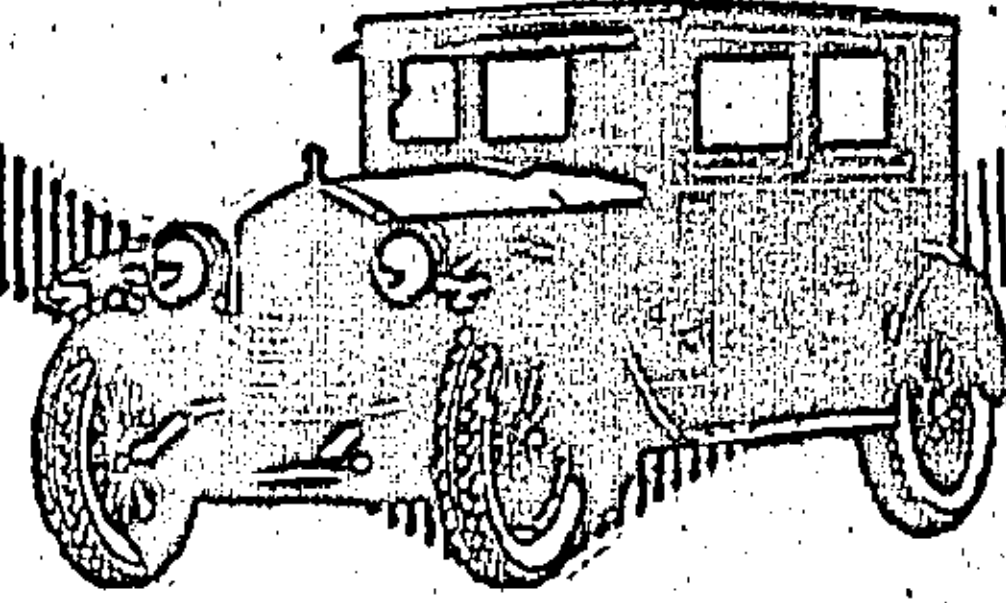
The Essex Six, built by Hudson, the sixth largest builder of motor cars in the world, alone

shares the noted Hudson patents. Built in the same factories, it embodies the advantages of design and construction for which the Hudson Super-Six is celebrated.

Low fuel and oil consumption have always been features of Essex performance. To these may be added great power and incomparable comfort on travel over rough roads. Replacement parts are easily accessible at minimum prices. Ask to see the new touring model or the Coach. Either represents value unapproached at its price.

## The COACH

Closed Car Comforts at Open Car Cost



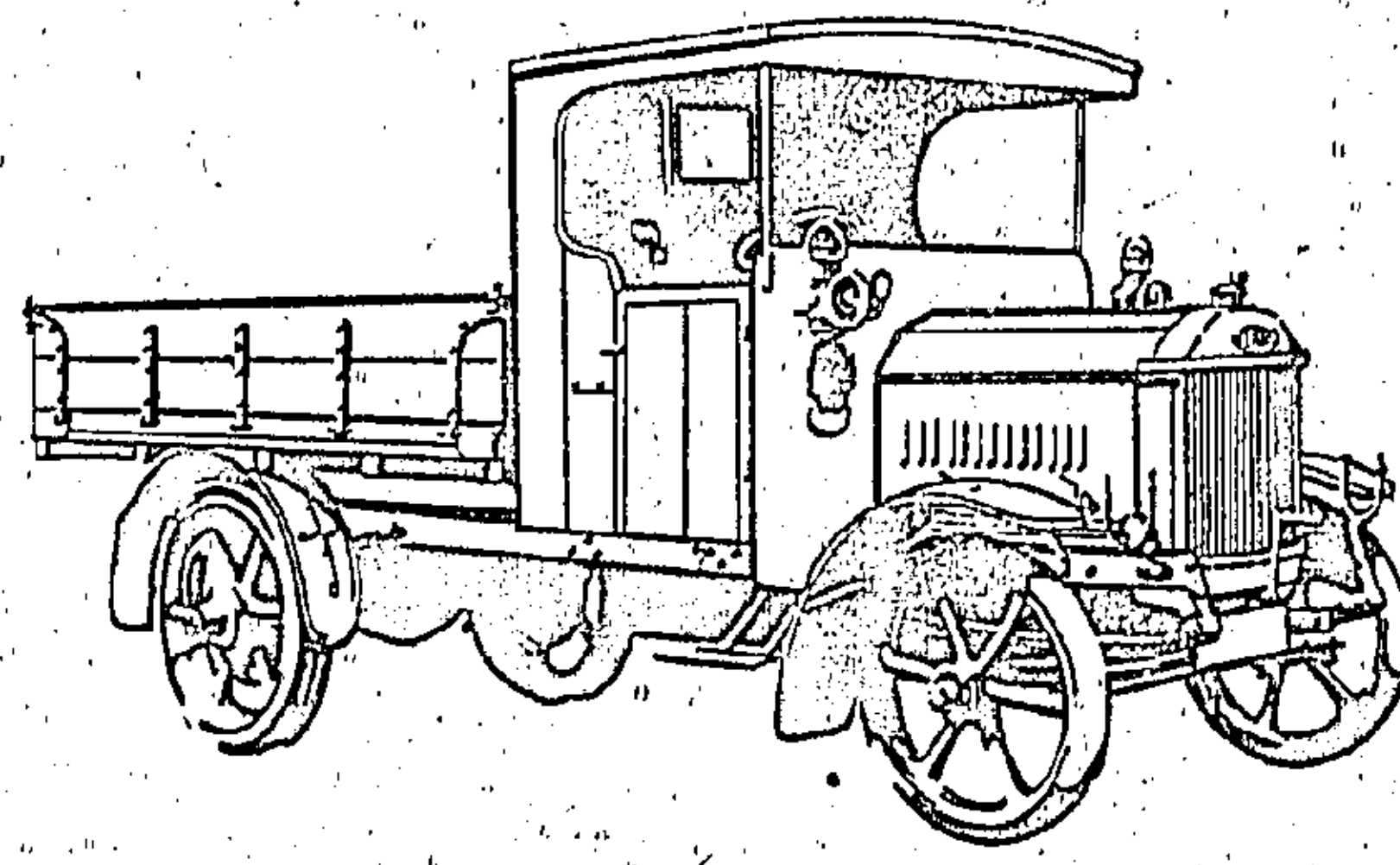
The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

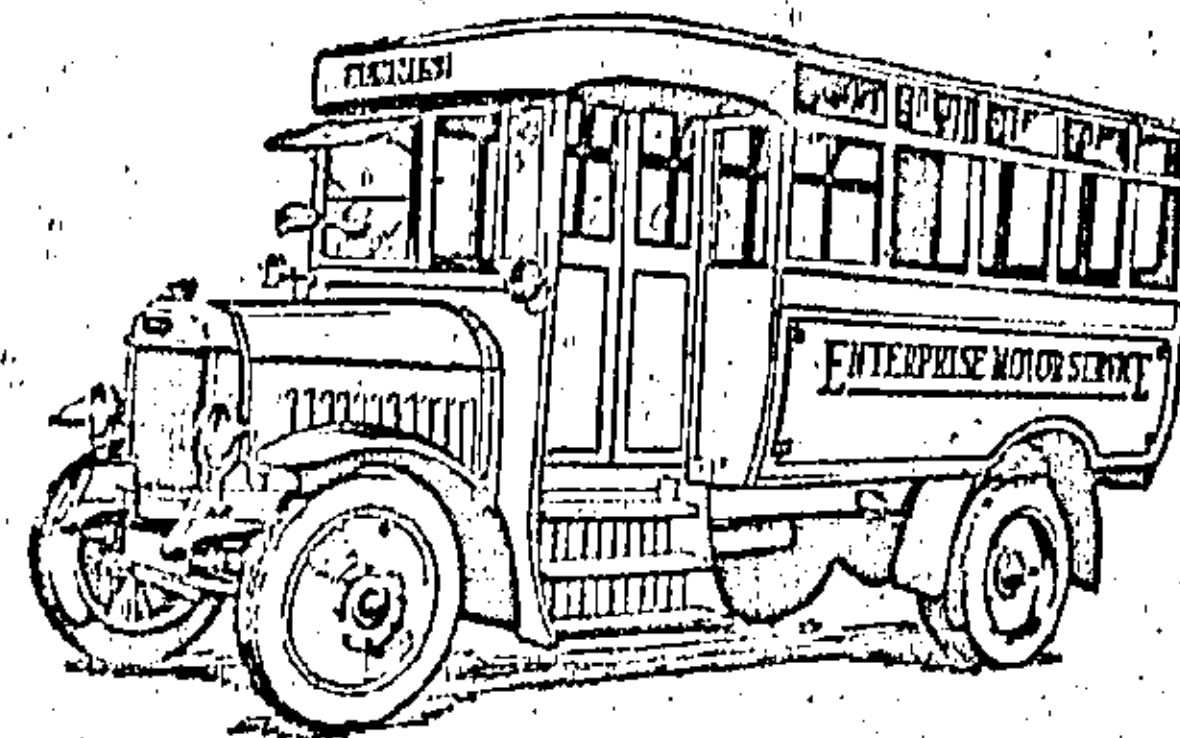
33, Wong Nei Chung Road - - - - - (Happy Valley).

DENNIS

PASSENGER AND FREIGHT SERVICE



The experience which extends over 25 years in the industry enables us to provide passenger and freight carrying vehicles that attain the highest standards of dependability and economy.



## THE RESULTS

No complaints, no unforeseen expense, and no waste. This ensures Dennis owners a season of uninterrupted prosperity.

All sizes for all needs.

SOLE AGENTS

Alex. Ross &amp; Co. (China) Ltd.



## THE AUTOMOBILE ASSOCIATION.

## Some Reasons Why You Should Join.

Hongkong is not the only place where a certain type of motorist asks the question: "Why should I join the Automobile Association?" The same attitude is apparently taken up by some folk in India, for at the annual meeting of the Automobile Association of Bengal, recently held at Calcutta, the Chairman of that body (Mr. R. S. Cooper) made some observations bearing on this point.

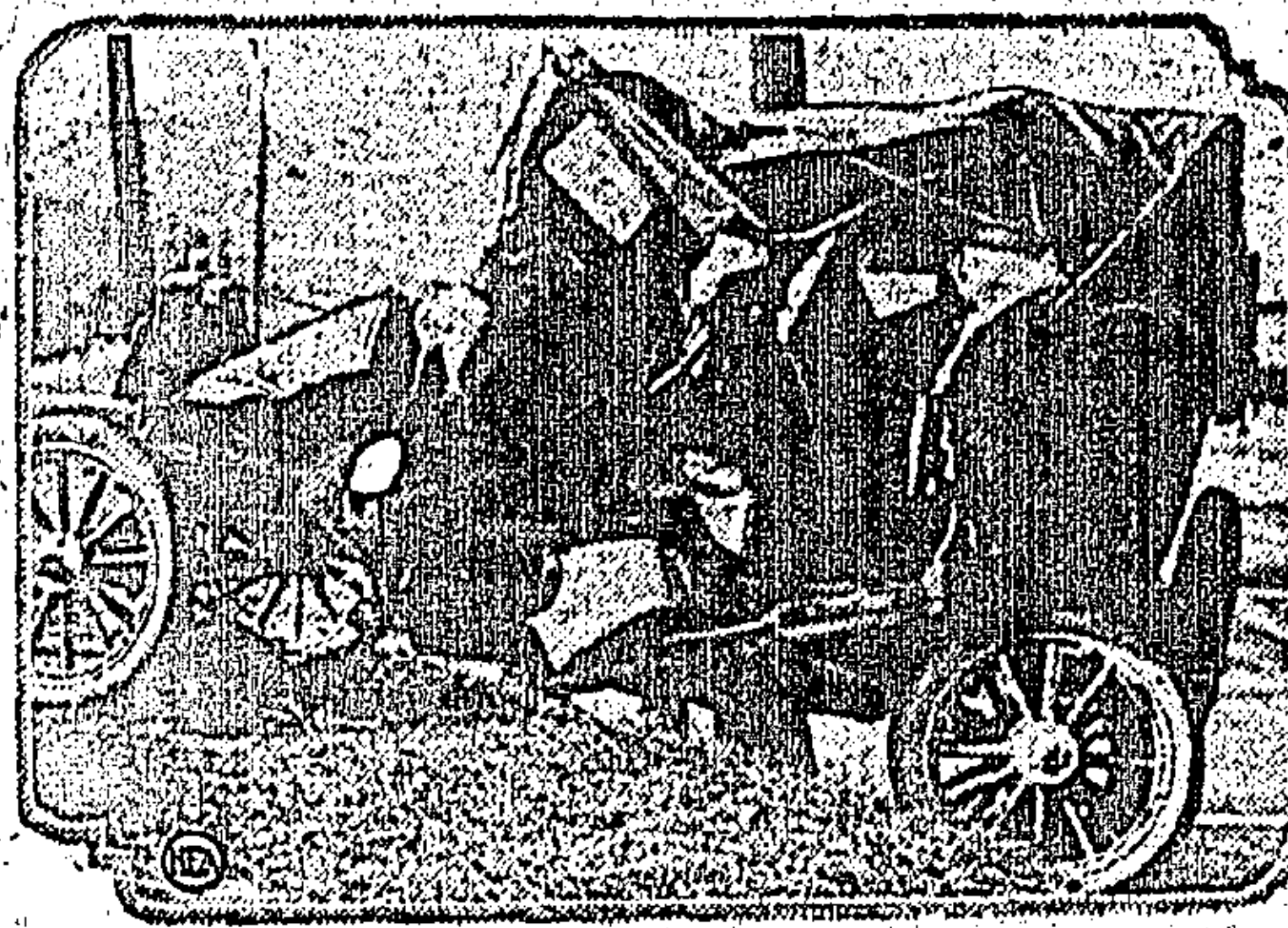
In the course of his speech, Mr. Cooper said:—It is fairly obvious, from even casual observation in the streets of Calcutta to-day, that the Association has not been idle. We do not advertise, what we have done, but are active in advertising what we propose to do, given the necessary support. It may be easily understood, that to be successful, we must have the weight of public opinion behind us as represented, by membership. It is true that membership has increased, but it still far behind the number that should be on our books. So many people ask what good does the Association do. Who are they? They might easily satisfy themselves by obtaining from the Secretary particulars to the many advantages of membership, if they cared to take the trouble. We do not exist for the benefit of individual members, exclusively, but for the motoring public as a whole. The ordinary man of sense has not to be pursued or persuaded to provide himself with clothes to cover his body, or shoes to protect his feet, without either of which he cannot use the roads with safety or comfort. Why then should it be necessary to pursue or persuade anybody to join the A.A.B. It exists, in some respects at least, to perform the same useful and helpful service, as clothes and shoes. The measure of its success must necessarily correspond to the power it possesses to carry through activities, backed by the weight of public opinion. It is up to the Motoring public to add that weight, if they desire to be adequately protected and safeguarded. In using the word

"protected," I do not mean that the Association exists to fight, on the contrary, our object is to represent to those in authority, what is best, and safest, for the users of the roads, including pedestrians—adding such expenditure, as we can afford, to provide conveniences, and knowledge of conditions, for the benefit of our subscribers.

"I am glad to say that there is a marked change in our accepted position as a representative body. We are upon friendly terms with the Police, who are willing at all times to consider our views, which are of value, in many instances, where the experience of motorists demands consideration, and are often instructive. We are in close touch with the various departments of Government who have to deal with the construction and improvement of roads, and decide upon the many and various laws and regulations affecting motor traffic, and motoring generally. It is not too much to say, that, in course of time, the A. A. B., if it should become strongly representative of the motoring public, must be accepted as the recognised authority for determining what should be done to insure protection, safety, convenience and economy, always provided that funds are available to give effect to our representations."

Those observations, with due allowance for the differing conditions prevailing between the two places, apply with equal force here in Hongkong. It is only by uniting in a recognised body that motorists can hope to make their voices heard. The more members an Association has—that is, the more representative of the whole motoring public it becomes—the greater weight will be attached by the authorities to any representations it may have occasion to make; and the more will it be able to do for motorists in general. So make a point of joining the Hongkong Automobile Association, membership of which possesses many local advantages as well as privileges when visiting the Old Country.

## DISPUTED THE RIGHT OF WAY.



This driver disputed the right of way over the crossing with a passenger train—the train won. Four miraculously escaped death. It happened at Cincinnati, U.S.A.

## BOMBAY RACES.

## THE FIRST INDIAN T. T. CONTESTS.

The first Indian Tourist Trophy races were held in Bombay on the 8th of March and were organised by the Bombay Motor Cycle and Car Club. As these were the first of their kind in India they aroused considerable interest. The races consisted of five separate events—senior and junior races for the motor cycles; and senior, junior and light car races for cars. The distances and route was the same for all classes. The starting point was at mile 23 on the Bombay-Poona road and the finish was 51 miles distant therefrom, that is at mile 74 in Lonavla. The results were as follows:—

Senior T. T. Race for motor cycles exceeding 350 c.c. capacity:—

S. A. Palkhiwala, 1,206 c.c., Indian, 75 min. 40 secs.  
I. Hudson, 998 New Imperial, 77 min. 12 secs.  
H. Moss, 499 P. & M., 84 min. 38 secs.  
Junior race for motor cycles

under 350 c.c. capacity:—  
R. S. Ghandy, 348 Matchless, 78 min. 45 secs.  
R. B. Mody, 349 A. J. S., 84 min. 17 secs.

H. Hall, 349 A. J. S., 90 min. 20 secs.  
W. Cooper 348 Matchless, 99 min. 59 secs.

Senior T. T. race for cars under 3,000 c.c. capacity:—  
Jal. Mehta, 2,121 Lancia, 60 min. 53 secs.

R. Mehta, 1,498 Alvis, 64 min. 24 secs.  
H. W. Sidley, 1,460 Fiat, 103 min. 13 secs.

The junior car race was won by the Alvis, with the timing given above.

Light car T. T. race for cars of less than 1,200 c.c. capacity:—  
R. Ricardo, 747 Austin, 74 min. 52 secs.

A. Wozencroft, 1,130 Rover, 81 min. 40 secs.  
F. C. Wright, 1,074 Rover, 82 min. 45 secs.

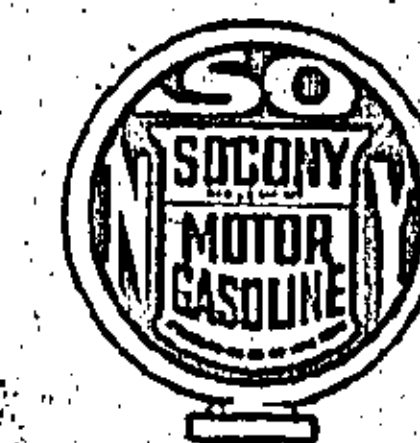
Dalal, 1,130 Rover, 84 min. 36 secs.

GOOD taste could hardly be expected to dictate the brand of motor oil you should use. But good sense most decidedly does.

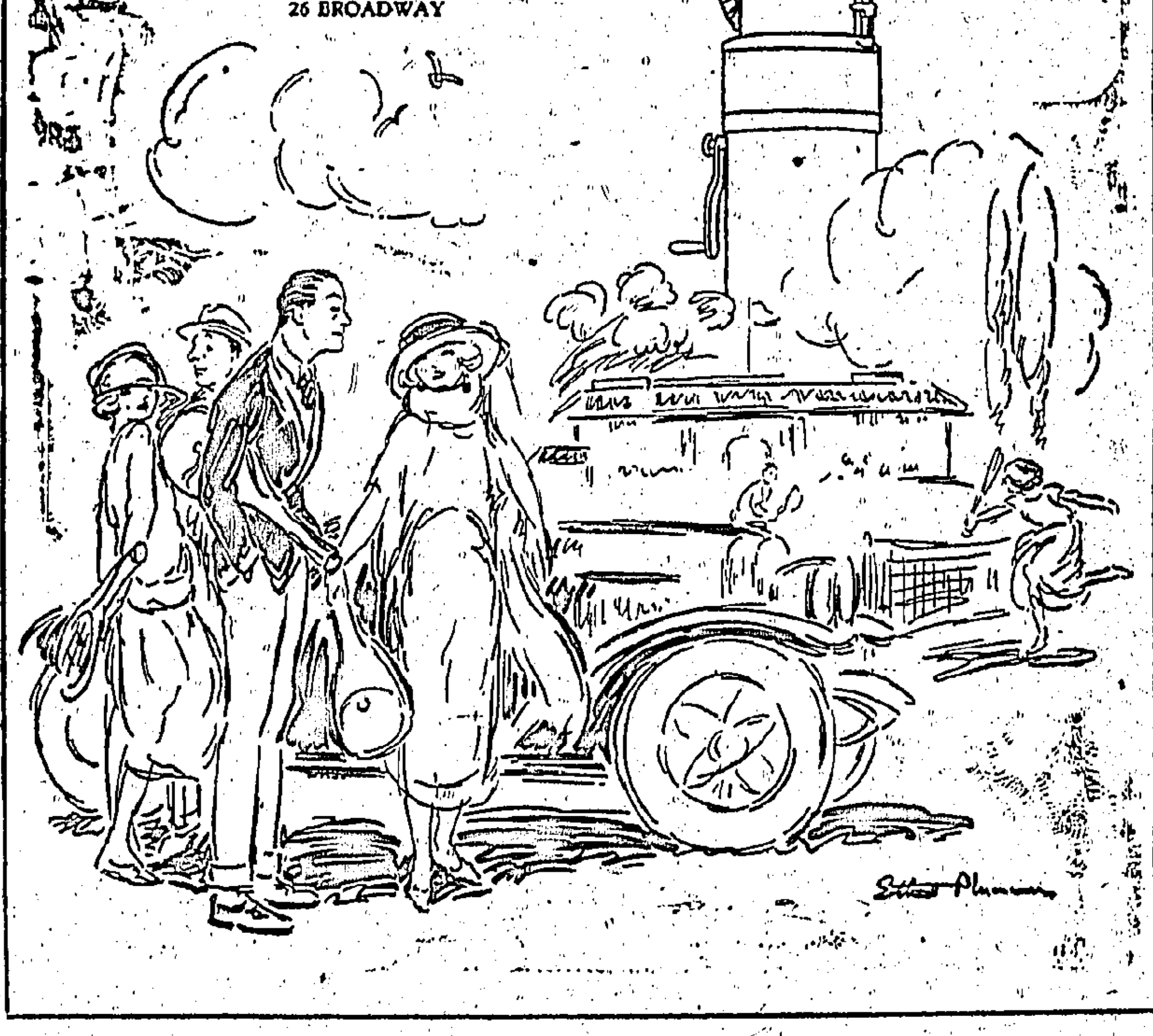
And if satisfactory performance and availability have as much to do with the matter of selecting a motor oil as experienced motorists contend, then good sense strongly recommends Socony Motor Oil to you.

It really matters which oil you do put into your motor, week after week. If you have any reason to suspect that your present oil is falling down in some respect, we suggest that you have the crankcase flushed out, refilled with the proper type of Socony Motor Oil and use it exclusively for the balance of the season.

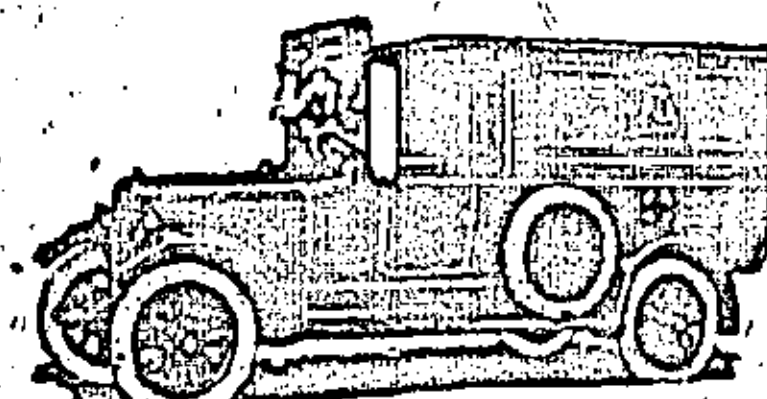
STANDARD OIL CO. OF NEW YORK  
26 BROADWAY



Uniform Quality  
Best Results



## FOR HONGKONG?



Many many months ago, semi-official rumours had it that modern light ambulances were to be provided for Hongkong. Time rolls by and still the old motor lorries serve. The above picture shows the "Austin Twenty" ambulance. More than fifty municipal authorities in Great Britain have adopted these machines. Why not the same or similar type for Hongkong?

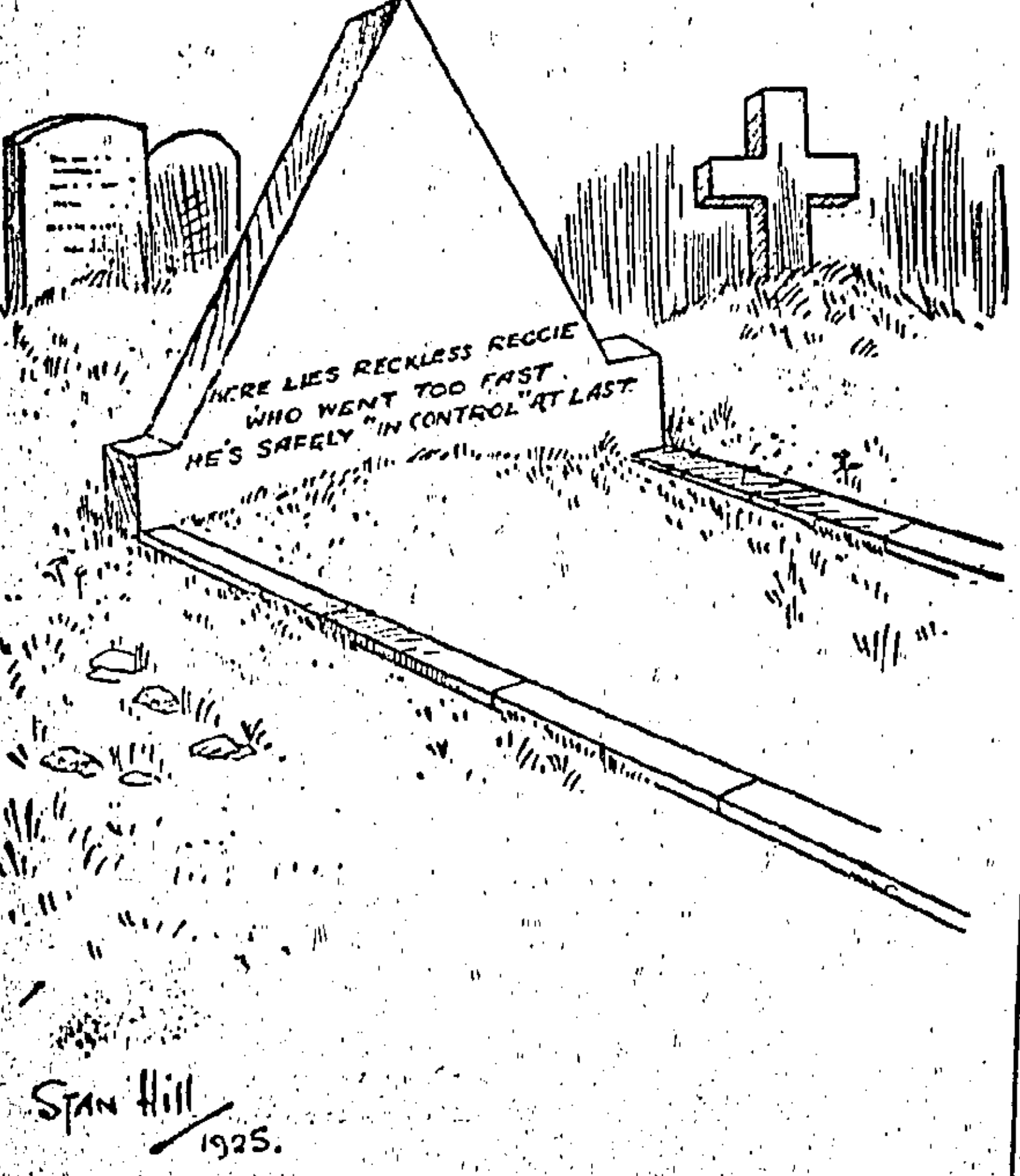
BALLOONS INCREASE.  
Eighteen per cent. of the cord tyre production consists of balloons, according to the Rubber Association of America. One of the largest balloon tyre manufacturers, however is not included in its report.

READY FOR RACES.  
Entry blanks for the coming Memorial Day races at the Indianapolis Speedway have already been mailed. This will be the last year for 122 cubic inch engines. The 1926 race is limited to 91½ cubic inch engines.

INDUSTRY SATURATED.  
The saturation point of the automobile industry is here now, says C. J. Kettering, famous automotive engineer. "It is here," he says, "and it remains for the industry to do business on that basis."

## TRAFFIC REGULATIONS PARODIED.

(BY STAN HILL.)



End of control area is marked by white triangle.

## WORLD WIDE GOOD WILL

The world wide good will which the Dodge Brothers Motor Car has earned for itself during the past ten years, is emphatically the most valuable asset that Dodge Brothers Incorporated possesses.

The public may rest assured that nothing will ever be done to jeopardize in the slightest degree this enviable and priceless reputation.

The policies and practices which have shaped the destinies of Dodge Brothers in the past, are in full force to-day, and will continue in full force so long as a motor car bearing Dodge Brothers' name shall be manufactured.

## DODGE BROTHERS INCORPORATED

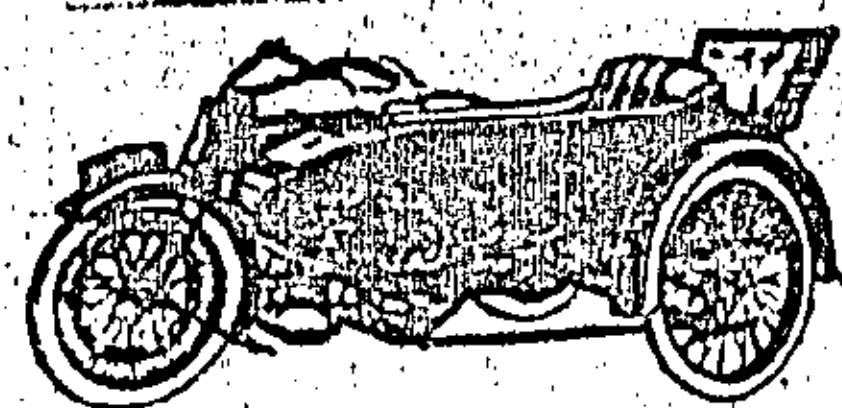
Detroit Michigan

U. S. A.

THE DRAGON MOTOR CAR CO., LIMITED

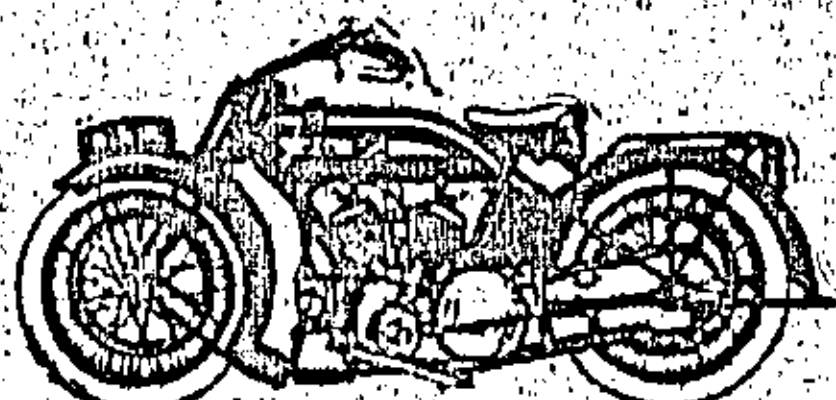
33 WONG NEI CHUNG ROAD, HAPPY VALLEY





Model G. 25, 9.86 h.p.  
Combination

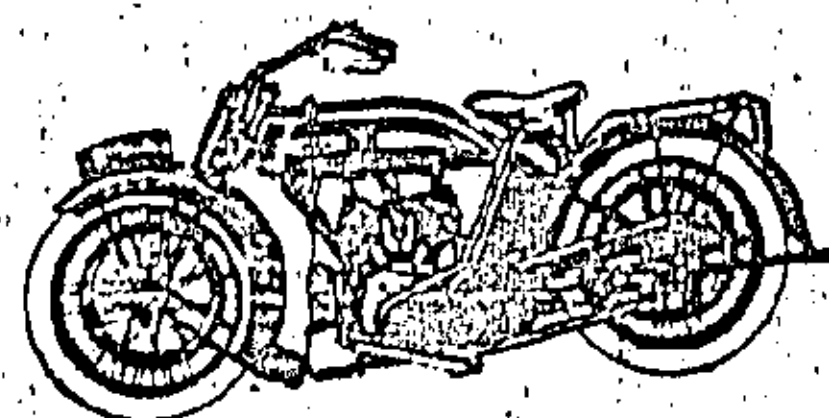
# B. S. A.



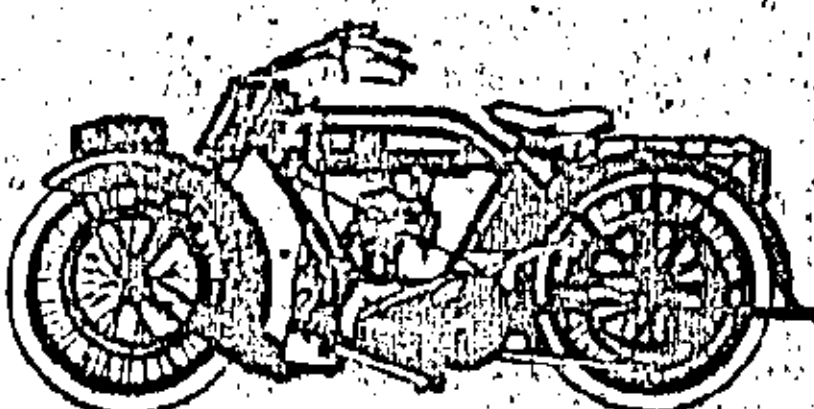
Model G. 25, 9.86 h.p.

## MOTOR BICYCLES

Are the cheapest in the world  
because they combine in the  
highest degree

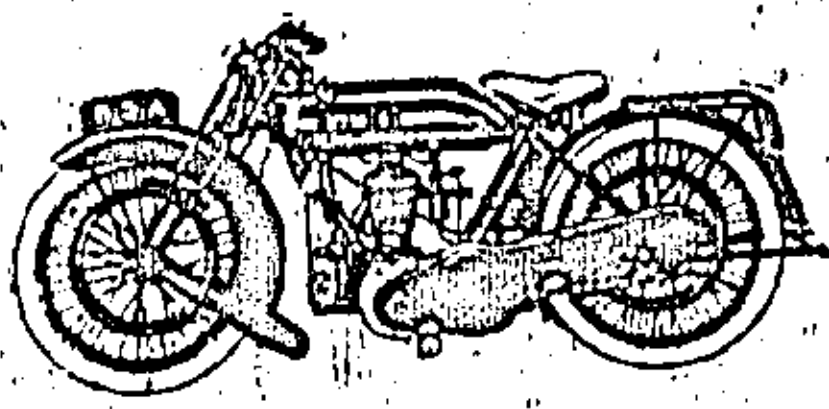


Model E. 25, 7.70 h.p.

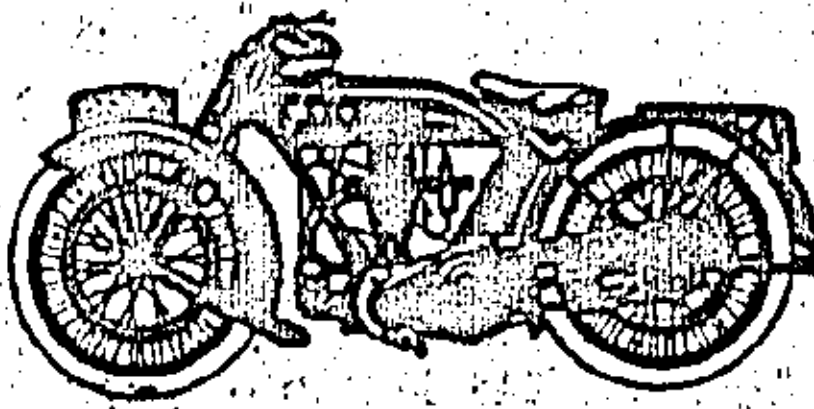


Model H. 5.57 h.p.

QUALITY  
RELIABILITY  
SERVICE

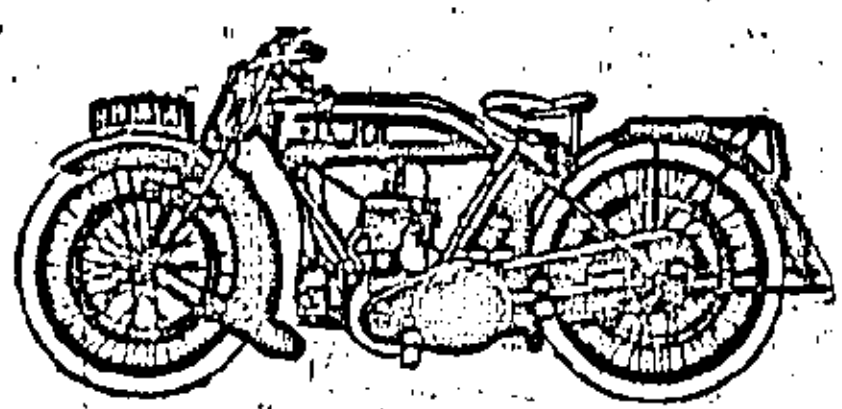


Model S. 25, 4.93 h.p.



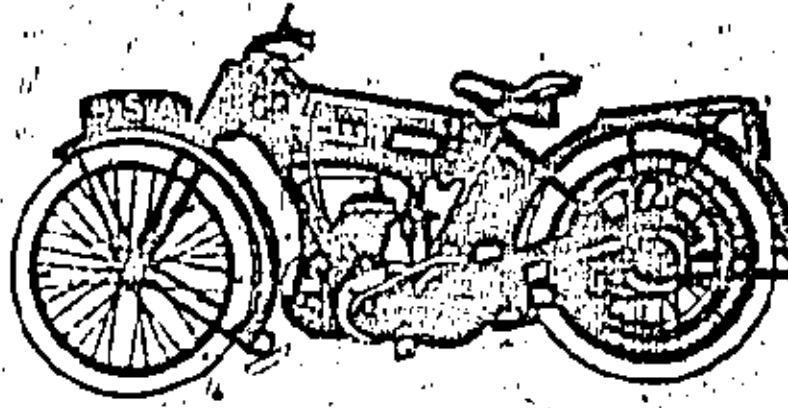
Model I. LS, 3.49 h.p.

The Successes in the most strenuous  
English and Continental Trials  
prove the REMARKABLE EFFICI-  
ENCY of the B. S. A. ENGINES.



Model L. 25, 3.49 h.p. O.H.V.

A MODEL TO SUIT EVERY CYCLIST  
A PRICE TO SUIT EVERY POCKET



Model B. 25, 2.49 h.p.

Write for full Particulars & Catalogue

THE SINCERE CO., LTD.  
SOLE AGENTS.

## ROAD BRIDGES.

### Can They Be Made Artistic?

One does not need to go outside Hongkong to observe that road bridges, while no-one will deny their usefulness, are decidedly lacking in artistic qualities. Very often, a pretty view is spoiled here by the severe ugliness of a bridge across a nullah or round a cliff. The matter has been receiving considerable attention at Home, these last few weeks, and the authorities are taking it up with energy.

In sending a memorandum to all local authorities stating in effect that they have declared war on ugly road bridges the Ministry of Transport have taken a step to be commended, comments a Home paper. Their plan of campaign has merits, also, and is one to which local authorities will have to pay heed. What they are being told is that it is highly desirable that in the alteration of old bridges or the erection of new ones artistic work is desirable, and that, before any assistance is given for such work from the Road Fund, the Ministry will have to be satisfied that this point has been taken into account. It is an indirect method, but a sure one. A local authority may build as it pleases, being master in its own house, but—no taste, no financial assistance, a pronouncement which brings them at once under the control of the Ministry.

It is high time a step such as this was taken. We have entered a period in which road and bridge building must go on on a growing scale. It is a fact beyond question that our roads at present are inadequate to bear the volume of motor-borne traffic, and it is the fact that that inadequacy is increased at points by the inability of bridges to bear what is nowadays a normal load of traffic. We see one phase of this problem in the controversy which keeps arising between local authorities and railway companies with regard to the modernising of railway bridges and the approaches thereto—a

problem which is not yet settled, but concerning which there are hints of a compromise of some kind.

A STEP IN TIME. But, obviously, if we are to bring our roads up to modern requirements we cannot neglect the connecting links, which are the bridges, and the Ministry of Transport, in demanding that, whether alteration or new construction, bridge work should now be done with some regard for artistic effect, have stepped in in time. It is the twofold purpose of this new idea to preserve what is finest in our ancient structures and to ensure that new erections should have regard to something more than sheer utility. We are to build not merely for convenience, but so that future generations shall form a favourable opinion of the ability of our present-day designers.

The work which has been done by Scape, that society formed to prevent the disfiguration of our landscape by that form of wayside advertisement which was developing apace, appears to have had some influence on the Ministry. In their memorandum to the local authorities it is pointed out that bridges are an attractive feature of the countryside, that many of them possess historical and archaeological interest, and that some illustrate the fitting use of local material by our forefathers, while others are pleasing examples of modern methods of construction. The repair of many of the old structure and the construction of new has been forced upon highway authorities of late years by the growth of road transport, and it is satisfactory to find so responsible a body as a Ministry now taking steps to ensure that some artistry shall go into this repair work and into new construction.

It is a happy as it is a definite move. Motor transport is a utilitarian thing that is bringing about many changes in this

## BUICK PROSPERITY.

### INCREASING SALES ABROAD.

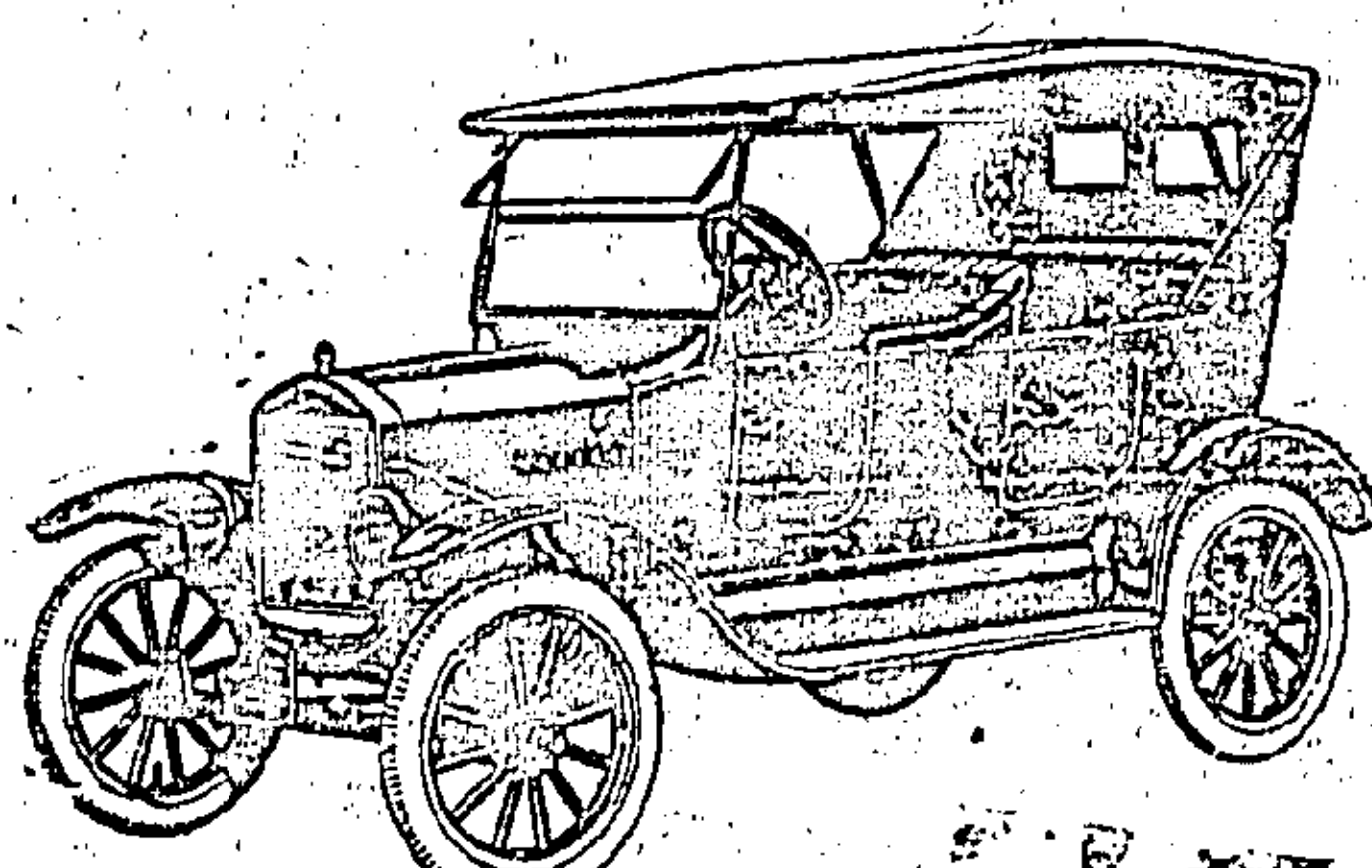
Granting that the automobile business is a fair barometer of general commercial conditions and certainly we have found it so at home, the comeback of Europe is going to be much quicker than even the most optimistic have dared to hope, says E. T. Strong, general sales manager of the Buick Motor company.

The sale of Buick cars certainly sets at naught the almost uniform predictions that Europe's prosperity was to come well into the future and only after some very carefully planned and well executed economic stimulations.

#### TARIFFS CHECK.

Aside from Italy and France where unfavourable tariffs practically prohibit the sale of any American made motor car, there seems to be no one spot in the world where Buick cars are not being purchased: England, Argentina, Brazil, Chile, Peru, Bolivia, Colombia, Venezuela, Cuba, Porto Rico, Central America, Mexico, Hawaiian Islands, Philippine Islands, Japan, China, Java, Sumatra, Norway, Sweden, Belgium, Holland, Denmark, Switzerland, Spain, Portugal, Greece, Serbia, India, Australia and South Africa. To all of these points and others, many of them little thought of in our daily life, shipments of Buick cars are constantly on their way. At home, too, Buick sales volume reflects a prosperous condition of business and commerce, another indication that the world is rapidly recovering its business stride. Nations and individuals alike rally quickly, and as they rise, turn to the purchase of necessities. That they buy American motor cars in large quantities is a tribute to the American industry.

country, and unless some authoritative step were taken it might lead to a new system of roads that by their sheer utility would spoil the countryside. Utility and charm can be combined, and especially in road work, and in demanding in no uncertain terms that this latter quality shall not be overlooked the Ministry will have the full support of the populace.



TOURING CAR H.K. \$1090.00

Equipped with waterproof gypsy curtains. Seats five persons comfortably. With starter and demountable rims.



## THE FORD PLAN

The Ford Plan itself is so simple, so practical and so easy to carry out that its popularity is sweeping every country in which it has been introduced. It is assuming the proportions of a nation-wide movement. In every hour of the working day, a hundred fortunate and far-sighted people are entering whole-heartedly into the Plan in the United States alone.

At the rate of 800 new enrollments each working day, this means that every forty seconds another family open the door to a new enjoyment of life by entering into the Ford Plan.

The procedure is simple:—

## SUIT YOUR OWN CONVENIENCE

You simply go to Andrew Harper, Authorised Ford Dealer and select the body type you prefer.

Arrange with him to deposit any sum that suits your convenience. He will agree to any amount you suggest.

When you enroll in Plan you agree to set aside a small amount to be paid regularly each week if you like, toward the Ford car you select. The amounts are fixed to suit your own requirements and to fit your own purse.

You may pay the same amount each week or increase the sum from time to time if you wish to do so.

The money is deposited in a local bank under your own name and draws regular bank interest.

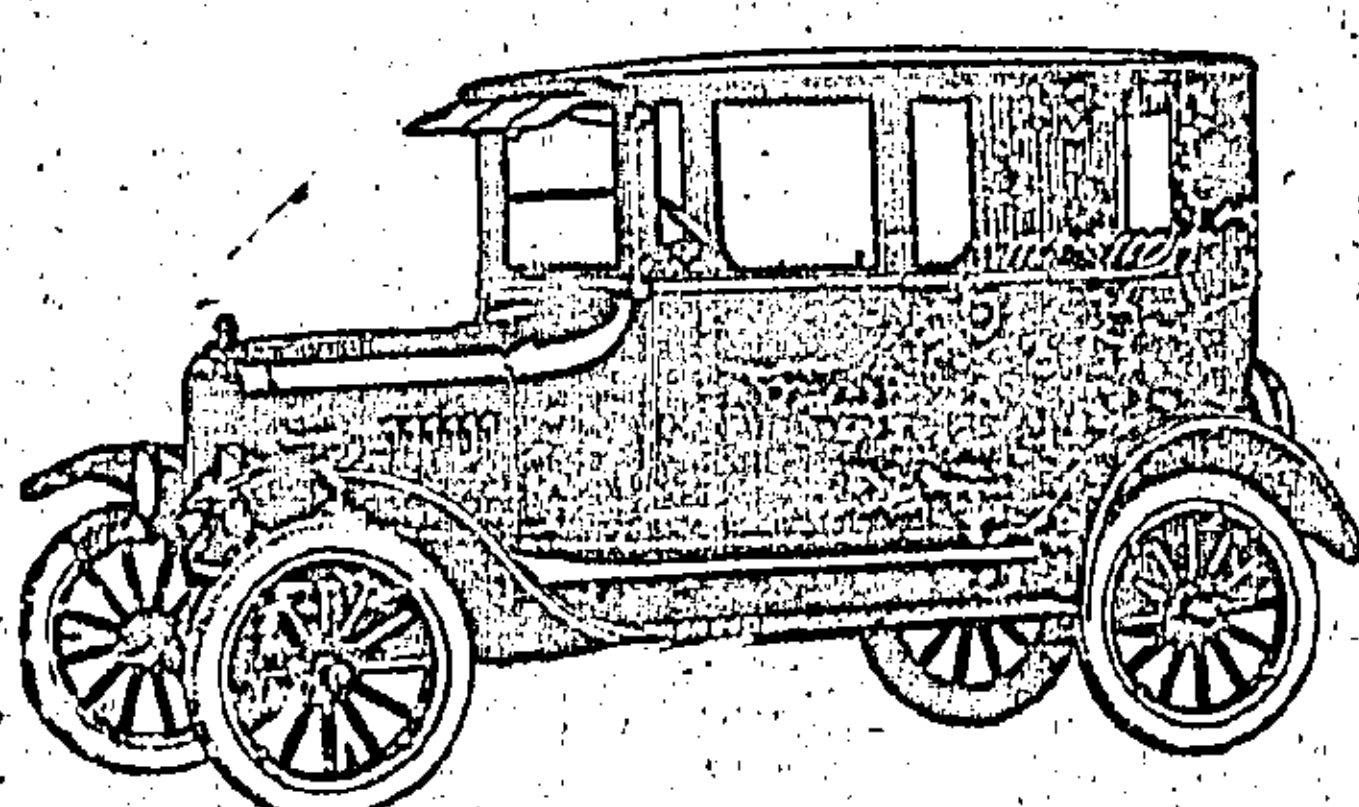
If emergency arises to prevent your continuing the deposits, you may resume them at your convenience—in fact, a special arrangement with the Ford Dealer may be made for the withdrawal of a portion of the money you have deposited if it becomes necessary.

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Repairs to  
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TUDOR SEDAN H.K. \$1600.00

Extra wide doors and windows giving clear vision from inside. Collapsible front seats. Ample room for five passengers. Equipped with starter and demountable rims.

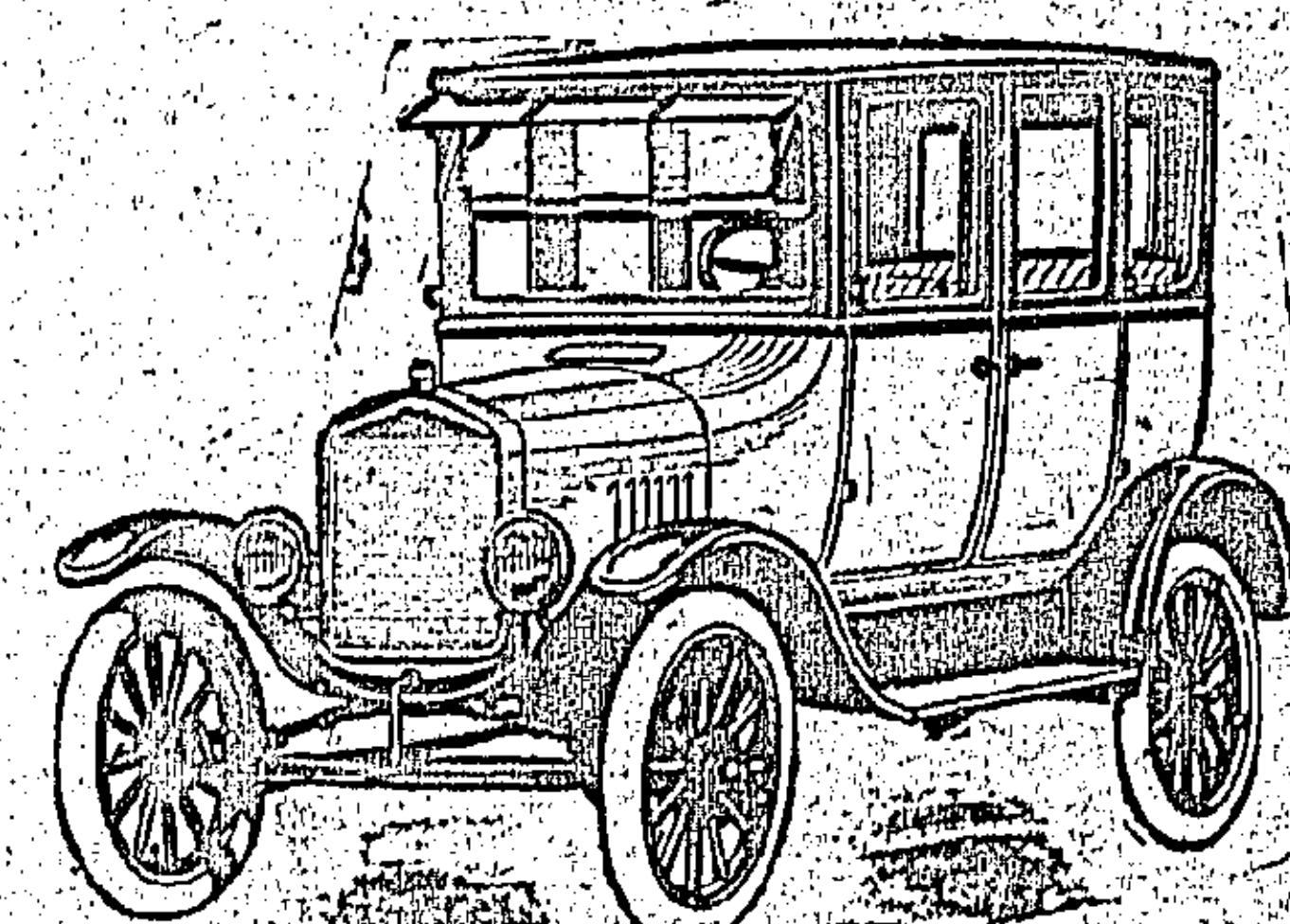
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FORDOR SEDAN H.K. \$1750.00

Luxuriously upholstered in blue. Equipped with demoglight, dash light, rear view mirror, windshield wiper, starter and demountable rims. Plenty of room for five persons.

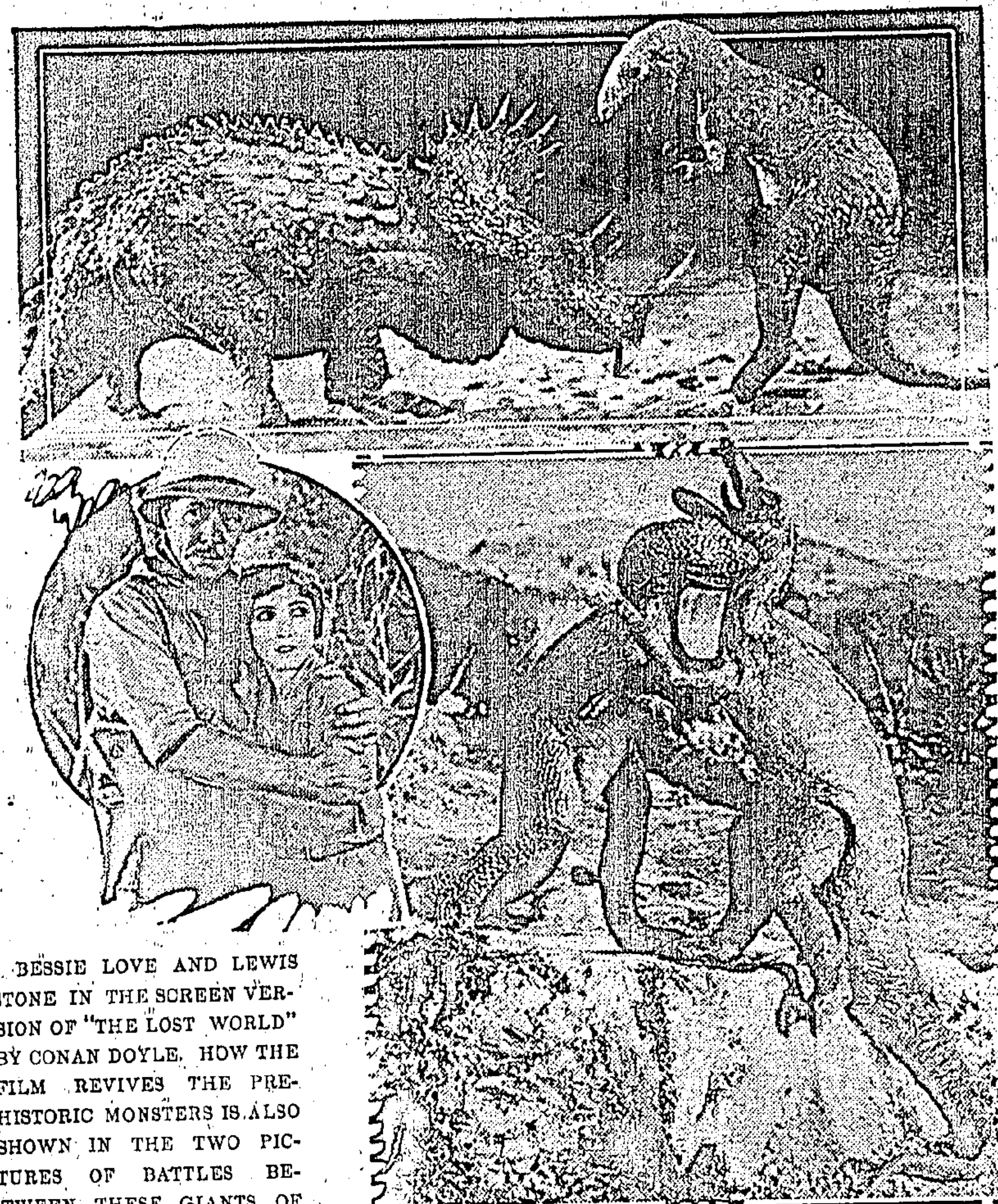


# FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 16th. MAY, 1925.

## PREHISTORIC MONSTERS.

Brought Back by the Cinema.



BESSIE LOVE AND LEWIS STONE IN THE SCREEN VERSION OF "THE LOST WORLD" BY CONAN DOYLE. HOW THE FILM REVIVES THE PREHISTORIC MONSTERS IS ALSO SHOWN IN THE TWO PICTURES OF BATTLES BETWEEN THESE GIANTS OF THE PAST.

There are some weird features about "The Lost World," a First National film based on Conan Doyle's fantastic story and directed by Harry Hoyt under supervision of Earl Hudson, reaches the screen after many months of patient labour and involved movie mechanics, and years of research and preparation.

Its strongest feature is novelty; weird phantasy beyond anything hitherto attempted in pictures; a trail blazing, production.

The story is based upon an expedition which penetrates remote fastnesses of South America to investigate a scientist's claim that prehistoric creatures there survive. The party finds what it is fearfully seeking on an isolated plateau. Cut off from progress, the intruders encounter bizarre remnants of an eerie older world—veritable mountains of flesh—against which their elephant rifles are like pop-guns. Thrill and suspense succeed one another in bewildering fashion.

Various desires motivate the hunt. The professor (Wallace Beery) wants to confound the scoffers. A big game hunter (Lewis Stone) seeks a new sensation. A youth (Lloyd Hughes) wants to perform heroic deeds to impress his lady love (Alma Bennett). A girl (Bessie Love) hopes to find and rescue her father, first interloper of "The Lost World," whose amazing report has excited London's scientific realm. All this builds to sharp suspense in the first part of the picture.

In the middle section the emphasis passes from men to animals. It here becomes primarily a drama of beasts on the primeval veldt. The humans, awed and helpless, are little more than spectators. The kiss of the young man and the lone girl—yes, even the search for her missing and perhaps slain father—connote rather puny emotions against the monstrous passions of the great jungle dwellers.

The intricate mechanics and development of novelty phases necessitated some sacrifice of dramatic strength and coherence. But in compensation we are spared much of the romantic hokum which ordinarily cloaks the trite movie story. We hold with Hudson and Hoyt that the spectacle of two magnificent beasts fighting on the edge of a precipice, beasts too large to have been wedged into Noah's ark, is more fascinating than the progress of the usual movie love story. At least, for a change.

A volcanic eruption, firing the region and setting the monsters into stampede, climaxes the second phase of the story. This is a technicians' triumph—a scene where scores of animals dead a million years are revived to snarl and rage in savage combat before our eyes. A brontosaurus, 100 feet long, falls from a cliff into imprisoning mud. He is caged by the party, which has found a way off the plateau, and is transported to London. Escaping there, he ravens the streets. Masses of people are shown in panic flight at the apparition of another world. Finally the bronty crashes through a bridge and wallows away to the sea.

One comes with a start out of the gripping illusion. "The Lost World" is swift, direct, super melodrama. There is little time for "acting" and little is done. Event overshadow characterisation; the artificial behaviour of giant reptiles dims the action of human stars. Surmounting all is the marvel of mechanical genius—indicating new avenues for the movie, and putting up a challenging marker for First National.

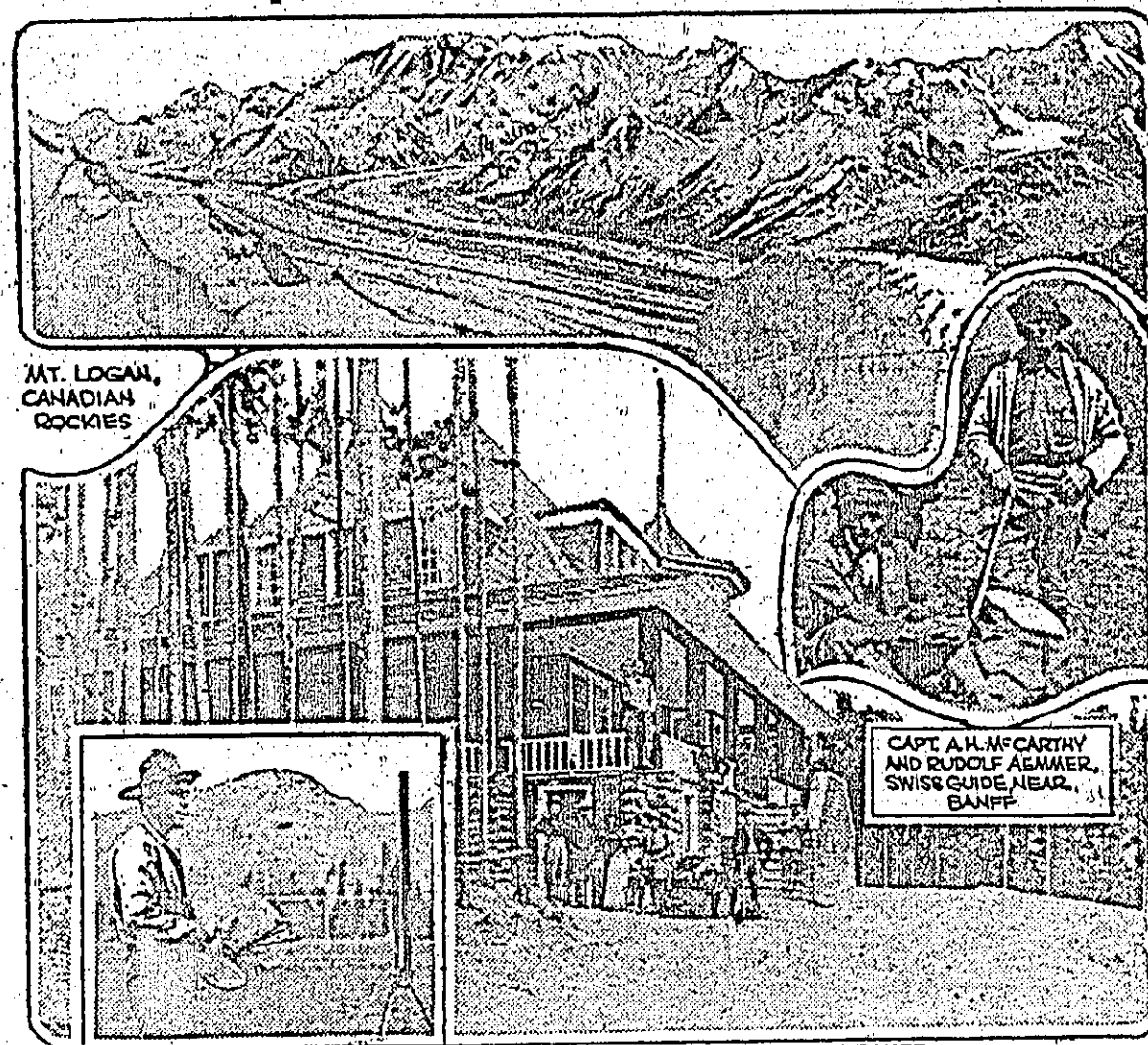
### SPORTS PARS.

Interesting World Items.

A financial crisis has arrived in connection with the affairs of the Bradford Park Avenue F. C., who have debts amounting to £11,000. Recently the directors had a conference with the guarantors who are responsible for the bank overdraft of £9,500, and it has been decided to call a public meeting to see what steps can be devised to keep the club going.

## CANADIAN ALPINE CLUB.

Proposed Scaling of Mount Logan.



The Alpine Club of Canada will be the leader of the expedition, and made a prospecting trip to of steel to Mt. Logan. The line of a hitherto unclimbed peak for Mt. Logan last summer from the travel adopted will be to Vancouver over the Canadian Pacific and their 1925 climb. Mt. Logan in Alpine Club of Canada's 1924 ver over the Canadian Pacific and the Yukon is the objective. It is camp. Capt. McCarthy is a fam- from Seattle to Cordova via the a massive mountain, the highest ous mountain climber, having Alaskan Steamship Co.; thence by peak of which towers 19,850 feet scaled Mt. Assiniboine, the Mat- Copper River and North-western above sea-level; a slightly smaller terborn of Canada, 20 miles south Railway to its terminus, Kenno- peak Mt. King, rises nearby to an of Banff, and many other peaks in cott. From here, a little-used trail altitude of 17,130. Mt. Logan may the Canadian Rockies. H. F. Lam- leads southeast up the Chitina be approached via Logan Glacier, bert, of the Geodetic Survey of River Valley to the foot of Logan at its base; while Ogilvie Glacier, Canada, is to be the assistant lead- Glacier; from that point the way a tributary glacier, presents a erand is a celebrated alpinist. Ho will lie for some 75 miles over the route of ascent that will likely be made the first and only ascent of rough broken ice of this glacier. To attain the crest of Mt. Natazhat, 13,441 feet, near The summit aimed for consists of an elongated plateau-like stretch of snow and ice, some 8 to 10 miles in length, with a series of higher elevations rising above it at intervals.

Capt. A. H. McCarthy, U.S.N., snow storms in July in the terri- tory to be visited, it will be neces- it at intervals.

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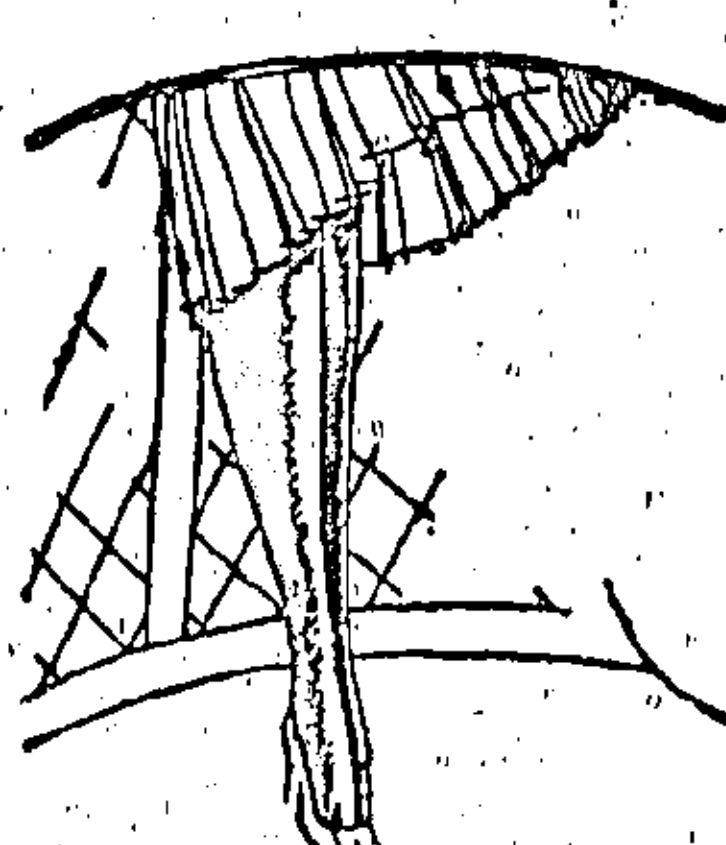
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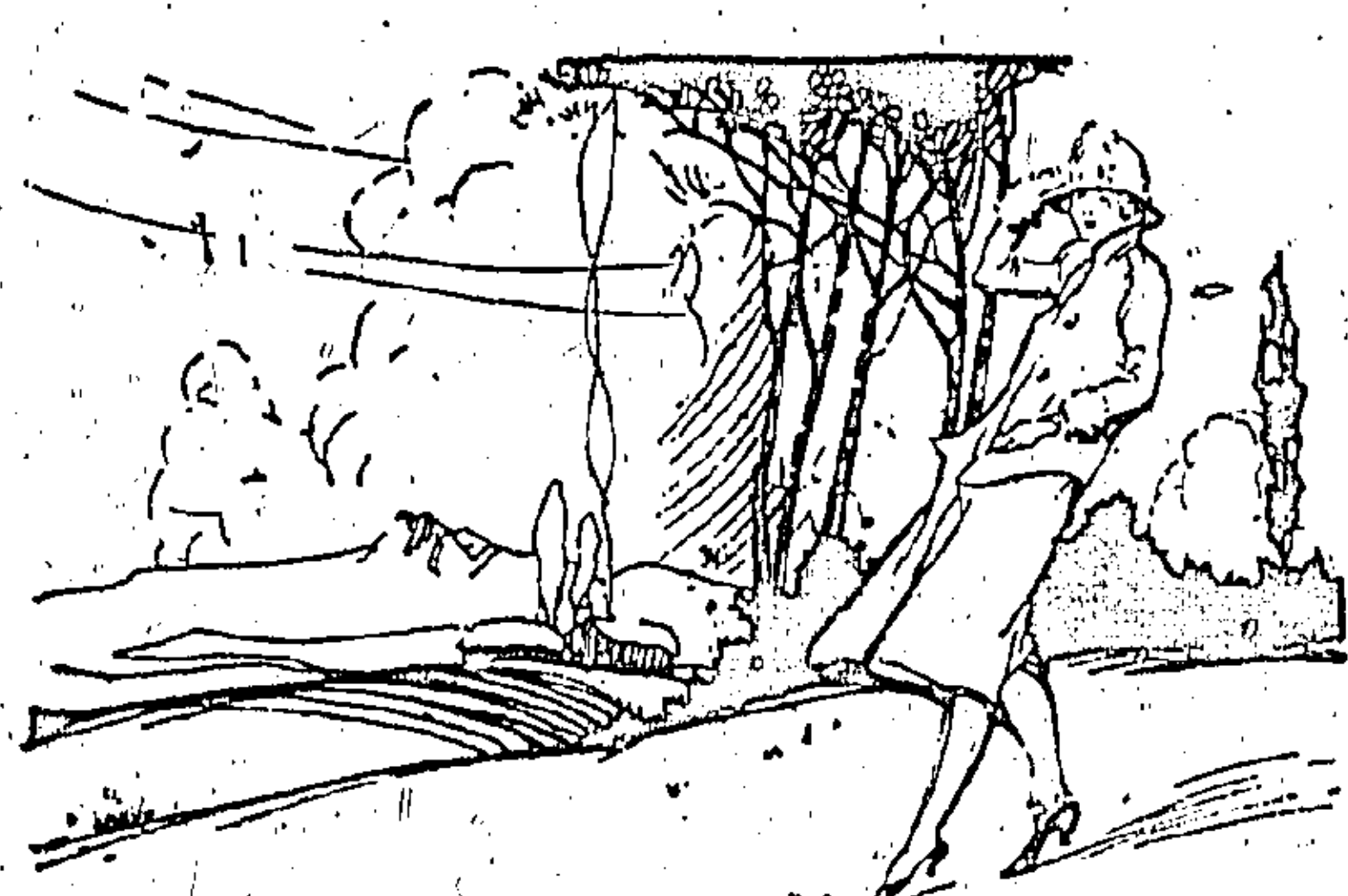
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BUY A FAN AND  
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## Radio Notes & News.

### New Tube Eliminates A-Battery.

A new tube that does away with the filament and works directly from the electric light system is being developed in the E. S. McCullough Laboratories at Wilkesburg, near here, says a recent Pittsburgh message.

E. S. McCullough, who is working on this innovation, has invented several other types of tubes for transmission and reception. One of his transmitting tubes is rated at 10,000 watts and is water cooled in an elastic porcelain jacket.

McCullough's new receiving tube uses a heater wire outside in place of the filament. This wire gets its electricity from the ordinary house alternating current.

Thus McCullough says the A-battery can be eliminated. If a B-battery eliminator is also used, the entire receiver can be operated without batteries.

He has been testing this tube under all sorts of conditions for the past year, and says he will continue perfecting it for another year before putting it on the market. Even today, McCullough claims wonderful results from it.

It is a good oscillator and amplifier, he says, and is about four times as powerful as the ordinary tube. Yet it is silent in operation, with not a hint of the alternating current hum.

Another McCullough development is the same tube in connection with radio frequency amplifiers of the tuned and untuned type. This amplification system is built in close contact with the tube, causing extremely short leads to plate and grid and resulting in high efficiency.

McCullough is experimenting further on this combination radio amplifier and tube.

### MILLIONS SCORNED.

Emotions Better Than Royalties.

Professor Marcus A. Latour, of Paris, soon after his arrival here recently, found to his astonishment that he was entitled to many millions of dollars in royalties and as damage for the unauthorized use of his patents in the construction of radio sets, says a New York message.

Some of the professor's inventions date back as far as 1904 to 1911, during which time he was engineer of the General Electric Company at Schenectady, N. Y., long before the era of broadcasting.

Since then, being familiar on y with the smaller French radio industry, he had not dreamed of the immensity of its development in the United States.

It appears that nearly every one of the millions of vacuum tube receiving sets in this country infringes one or other of his fundamental inventions, his rights to which have been sustained by the Federal courts.

Nevertheless, the French scientist, who is also a poet and writer on philosophy and psychology, is far more interested in these studies than in his electrical researches, and, as he already enjoys a large income from the use in Europe of his inventions, he has no idea, he says, of standing on his rights here so far as the past is concerned.

"It is not at all surprising that my inventions have been used without my consent," he said. "If any reward is due to me it is because of the sudden growth of radio science and the great complications which have attended its development."

Professor Latour adds that he does not consider his work in the radio field as of very great moment; but he thinks his book, "The Mathematics of Emotion," will make him famous a century hence.

Great concerns, such as the American Telephone and Telegraph Company and the Radio Corporation have immediately come to terms with Professor Latour.

It is estimated that agreements already made for the future use of his inventions have a capital value of more than £200,000.

### SPECIAL SETS.

To Go On Fast Trains.

Chicago: The Illinois Central is planning to install superheterodyne radio receivers on all its fast trains.

This decision has been made following successful tests on a special car between Chicago and Dubuque, Ia. On this trip 15 stations were brought in, during a three-hour trip, while the train went as fast as 60 miles an hour.

Despite high voltage wires paralleling most of the road, steel cars in front and behind the special and the rumbling of the train, concerts from these stations came in loudly.

As a result the company will install a set on each fast train, each set to operate from 20 to 30 pairs of headphones. There will be no loud speaker, so that passengers who want to read or sleep may be undisturbed.

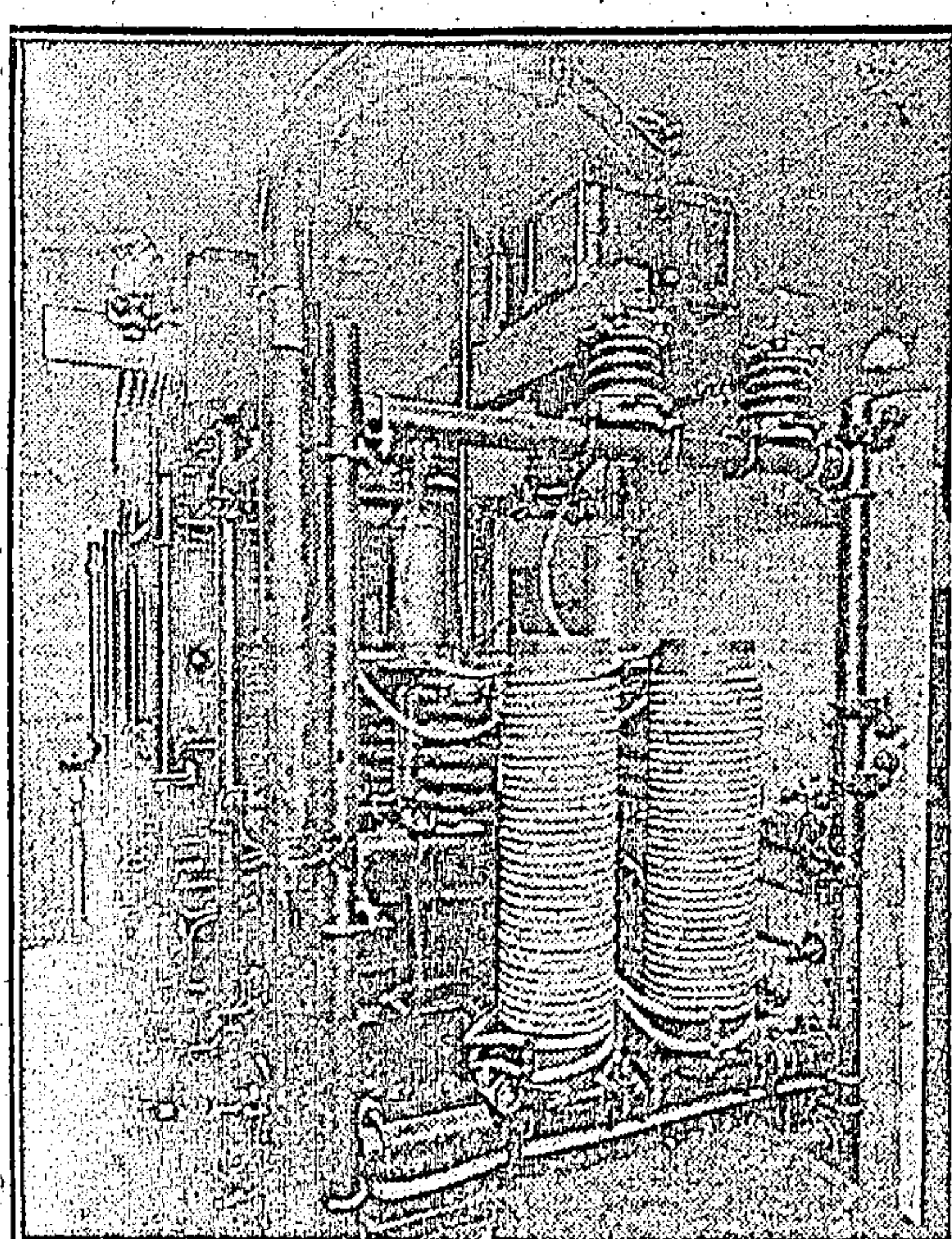
### SHORT CUTS.

Things to Know in a Receiver.

Mount 1½-volt C batteries between two double binding posts. The lower screws in the binding posts secure the leads to the battery and the upper ones are replaced with 6-32 machine screws to support the coil and also make the positive and negative connection.

To try out various fixed condensers in a circuit, mount two clips on a piece of hard rubber so you can insert the condensers at will. Binding posts on the instruments then may be connected

### PLATE OUTSIDE THE TUBE!



High-powered transmitting tubes, ranging from 5 kilowatts up to over 100 kilowatts, get so hot that even forcing air at them will not cool them. It is essential to keep the plate cool for good operation. So a water-cooling system has been devised, with the plate taken completely out of the tube and cold water run around it through a rubber hose. The vacuum, however, is maintained inside the tube. This photo shows the water-cooling process on high-power tubes.

to the screws in the clips by short pieces of wire.

As an experiment, try increasing the volume on your loop set by running about 80 feet of bell wire or lamp cord around the picture molding in inductive relation to your loop antenna.

Ordinarily these grid-leak values are correct: for 201A tubes, 2 to 3½ megohms; UV199, 3 to 5 megohms; UV200, 1 to 2 megohms; WD11, 3 to 5 megohms; DeForest DVB, 3 megohms.

A good sized screwdriver, if magnetized, will pick up screws that have been dropped in places you cannot reach with fingers or pliers.

### MANILA RADIO.

New Weekly Publication.

The first issue of a small English and Spanish weekly paper, called Radio Manila Digest, is to hand. It declares:—

"Radio Manila Digest" make its bow to the radio public with the confident belief of the publishers that it will help the people of the Islands to more thoroughly understand the great science of radio. Far Eastern Radio, an organization formed to give public service, holds sincere desire that the public should know as much about that service as possible. A medium for the discussion of radio is an essential in a community where only a small percentage of the people knows anything about an art which is now playing in civilization a tremendous part—a part which promises to increase a thousand fold in the next decade.

Just before the Atlantic liner Homeric sailed for Europe, Maria Ivogun, famous coloratura soprano, who finished an American concert tour, sang her last song from the liner for the benefit of thousands of radio fans. Station WJZ broadcast her voice by remote control.

The Radio Corporation is said to be negotiating on the construction of one of the world's most powerful stations for the Turkish government at Angora. The government is said to have appropriated \$12,500,000 for the station.

Station W RNY will be the call letters of a new high-power broadcasting station to take the air soon in New York. The call letters stand for its owners name—Radio News, New York, and Hotel Roosevelt, New York.

## TUCHER BEER

The Well Known Brand  
Obtainable.

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### BATHING CAPS THAT LAST

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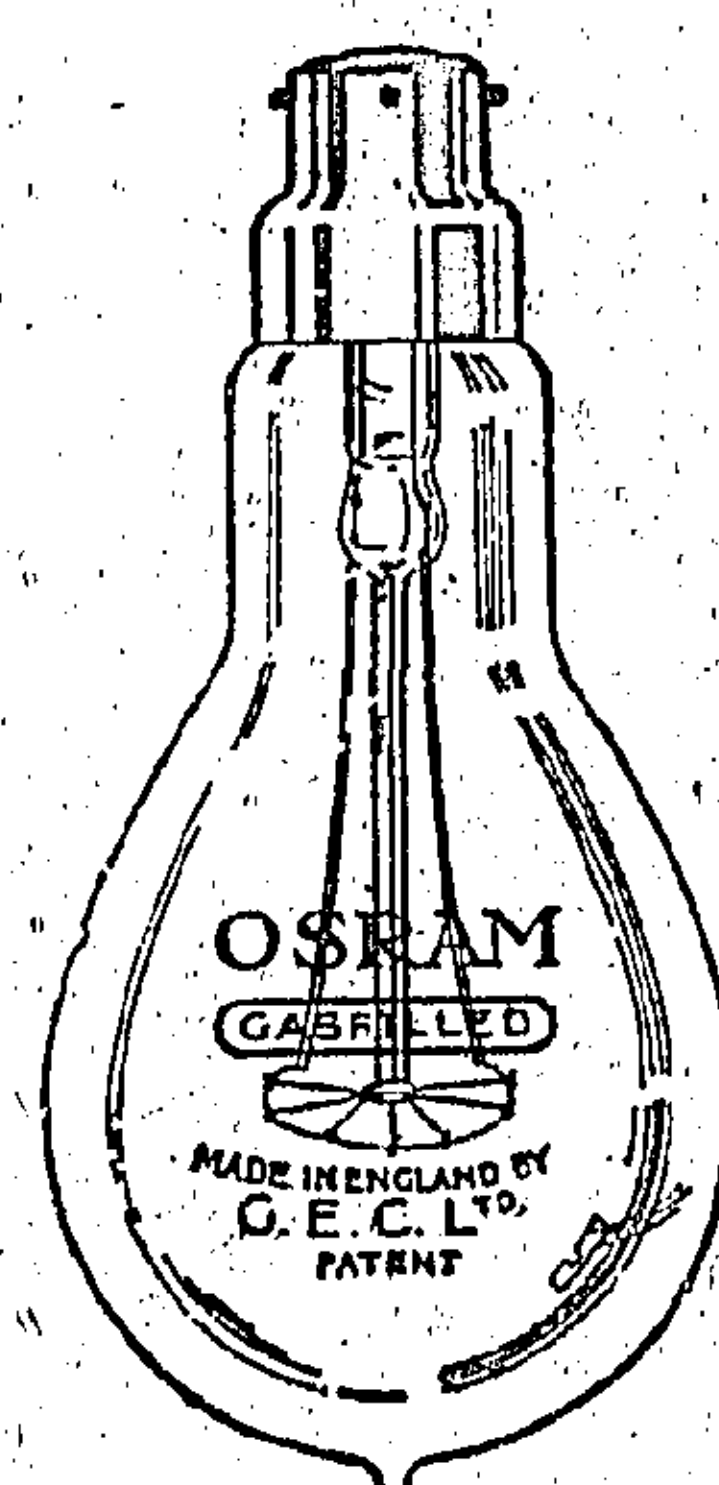
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HAVE A  
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Complete specifications of all models on request.

## The Dragon Motor Car Co., Ltd.

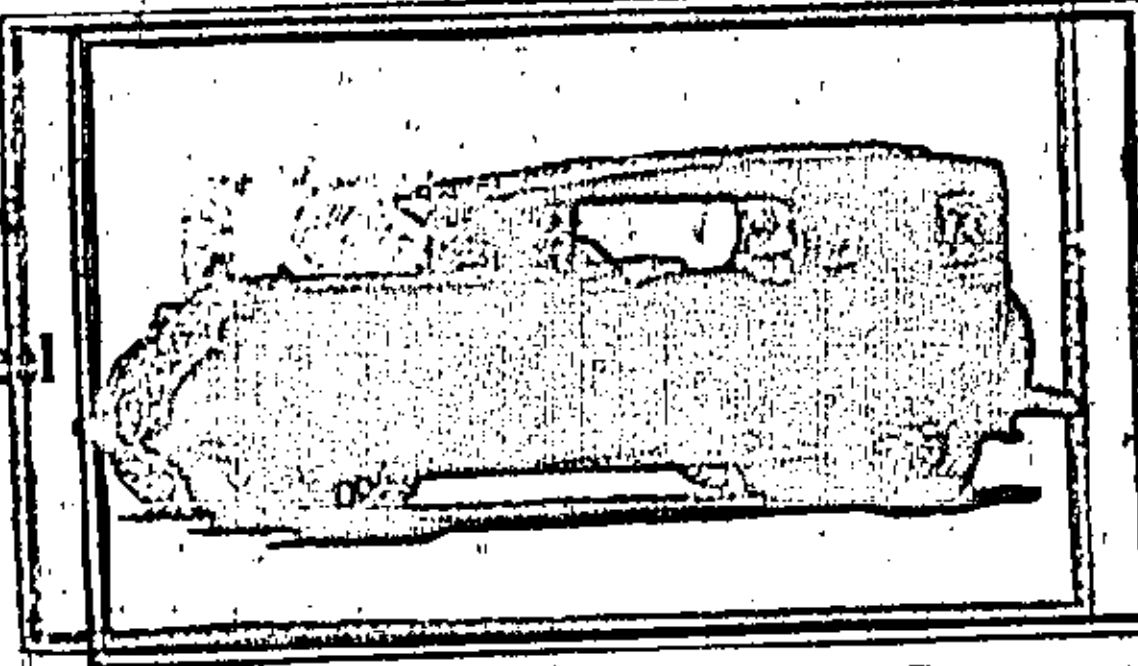
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1925 MODELS NOW IN STOCK

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"TRIUMPH"

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Make any one of these cycles your  
choice this season and ensure  
perfect enjoyment.

They are all fine cycles and of good design.

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## ALEX. ROSS & Co. (China) Ltd.

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## LOCAL MOTOR NOTES.

New Peak Service Solid Types—

Small Car Popularity Trials—

Motor Cycle Fidelity.

In the motor world, the popularity of the small car is increasing. The New Peak Service Solid Types are a good example of this. They are small, light, and easy to handle, and they are also very economical. The Motor Cycle Fidelity is also a popular choice. It is a small, light, and easy to handle, and it is also very economical. The popularity of the small car is increasing, and the New Peak Service Solid Types and the Motor Cycle Fidelity are good examples of this.

## BUSINESS NOTES.

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## HONGKONG LATEST GARAGE.

Hotel Company's Fine Premises.

The Hongkong and Shanghai Hotels, Ltd., are to be congratulated upon the splendid building which has been erected at the foot of Stubbs Road which is to cater for the rapidly growing business in connection with motoring. Some time ago it was realised that the premises in Russell Street were quite inadequate to cope with the increase in trade in connection with this important branch of the business and a site was therefore acquired which was more central, and upon which a building now stands that is a credit to the Colony and a further tribute to the progressive policy of the Company concerned.

The new building, which was designed by Messrs Leigh and Orange, is of three spacious floors and a basement, and the general arrangement allows cars to reach any floor without having to recourse to lifts. The basement will be devoted to store rooms where there will be ample space for the systematic grouping of spares and accessories. The ground floor is arranged for general motor car storing and will accommodate a large number of vehicles, plenty of space being available for turning etc.

The first floor is arranged for general workshops, and the latest machinery will be installed to enable the Company to undertake repairs of the most intricate nature. This floor has a side ramp running up to it which is approached from a road running in at the corner opposite the Civil Service Club. The ground floor is also reached from the same road.

There is room on this floor for completely taking down twelve cars at a time, this in addition to the space provided for various workshops. Of these the largest is the Paint Shop which is specially equipped in order to render it dust proof. Other enclosed departments serve for Tyre Repairing and Vulcanising, Tinsmiths' Shop, Blacksmiths, Coppersmiths, Coachbuilding and Upholstery, while the entire floor space at one end of the building is being equipped with the latest machinery necessary for repair work. In connection with repair facilities, overhead cranes have been provided which make it an easy matter to suspend cars on engines in mid air and move them to any part of the workshop.

The top floor, which is approached from Stubbs Road, contains a large number of private lock-up garages, each with a roll-up iron gate, most of these have already been rented and are in use. The remainder of the floor gives additional space for general garaging as well as for a showroom, the windows of which look out on Stubbs Road. A covered canopy entrance provides room for cars needing supplies of gasoline or oil, and a free air installation is available. Adjoining this are the offices which include the manager's room, clerks' office, telephone, (which is attended day and night) and quarters for the European Engineers.

The floors have been divided by fire proof doors and in every respect the new garage is most modern.

## NEW DUST SETTLER.

A Holland candle maker is experimenting with a coal tar preparation for settling dust on the highways. Repeated sprinklings are said to form a road covering similar to asphalt.

## UNDER SCIENTIFIC STUDY.

Modern road-building will undergo scientific laboratory study by arrangement of the U.S. bureau of public roads and Johns Hopkins University. The tests will centre about the elastic properties of concrete under the impact of moving loads.

## ONE OF BRITAIN'S BEST.

The Mor is Oxford, as shown above has achieved a wonderful reputation in light car motordom.

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## HONGKONG'S ASSOCIATION.

## Its History And Growth.

The Hongkong Automobile Association, which is affiliated to the Royal Automobile Club, London, was formed in the year 1918 by a small body of motoring enthusiasts with a view to uniting together for their common welfare and benefit. At that time there were very few motor cars in the Colony and cycles were rare. Moreover, the roads were generally unfit for motor traffic. It would surprise old members who left the Colony about this time to witness the number of cars and motor cycles and the miles of splendid roads to-day, not only on the Island but on the Mainland.

From the beginning, the Association has taken a very active part in this transformation and present-day motorists are largely indebted to it for the provision made for them in the Colony.

One of the first gentlemen to hold the position of Honorary Secretary was Mr. W. E. Roberts, late Secretary of the Hongkong Tramways, Ltd., and a great deal is due to him and to Mr. C. Lauritsen, of the Dragon Motor Company, Ltd., for much pioneer work done for the Association.

The Secretaryship was passed on to Mr. G. Miskin, and in time to Mr. F. Bevington, then in 1921 this none too enviable post was handed over to Mr. Paul Hodgson, the present enthusiastic Hon. Secretary.

In the last two years, membership has grown considerably and now stands at over 300, but, judging from the number of cars and motor cycles in the Colony the roll of members should double this figure.

It is quite impossible to run a large organisation with the same facilities promised by the Home Association, owing to the limit of possible members, but usefulness of the local Association to motorists is undoubted.

The membership fee is of the nominal sum of \$10.00 per annum (motor cycles members \$5.00), but this subscription is more than saved by a reduction by the leading Insurance Companies in premiums upon insurance of a member's car or cycle; moreover, members have the privilege of obtaining gasoline at a reduced rate, provided they carry the Association's badge. It will thus be seen that it really costs motorists nothing to join.

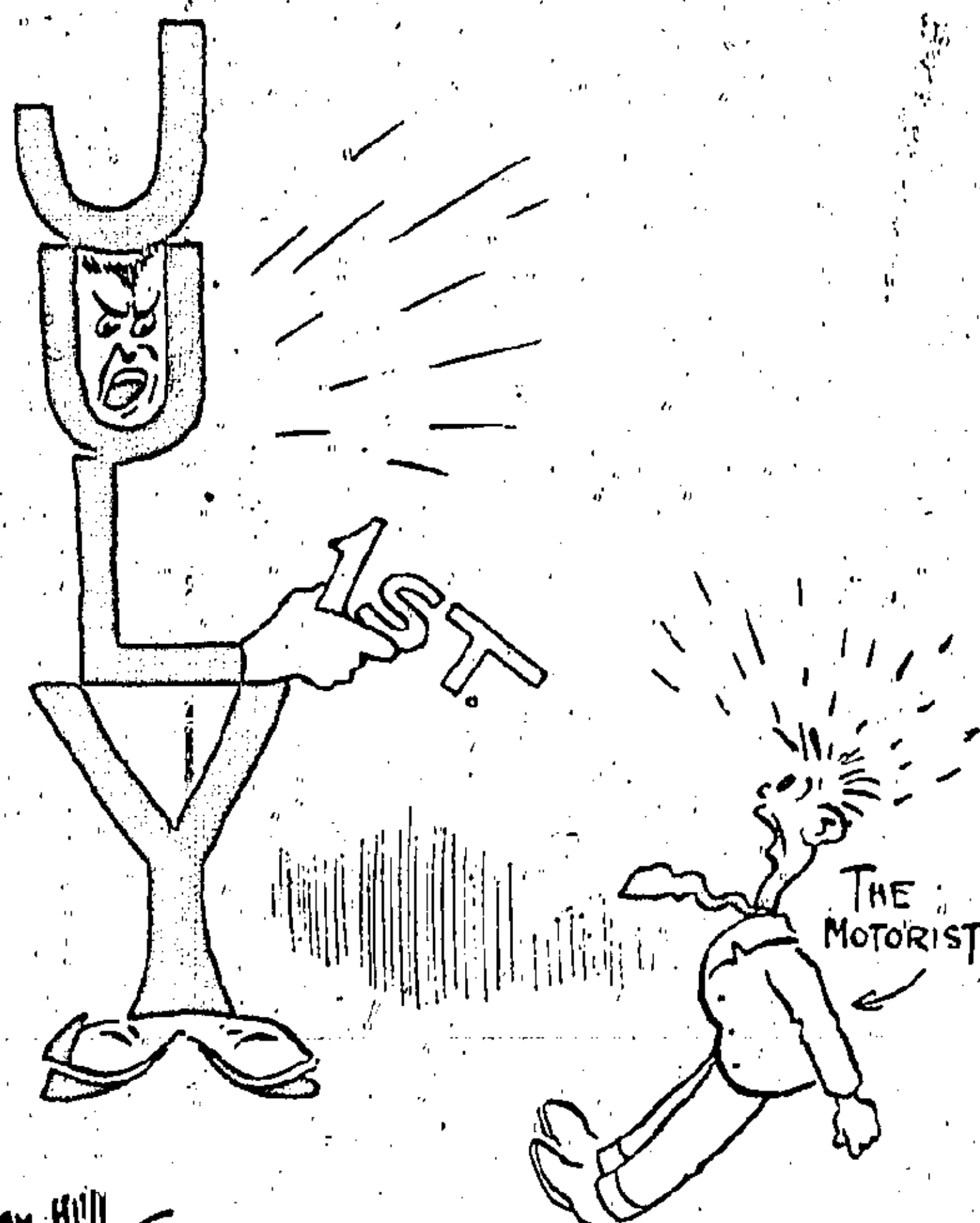
The Committee, whose work is, of course, purely voluntary, like to feel that they have behind them the whole body of motorists in making representations to the Government and others in matters pertaining to the interest of motorists; and the larger the membership, the better is this position attained.

Applications for membership should be made to the Hon. Secretary, Mr. P. M. Hodgson, who will gladly forward all particulars.

## TRAFFIC REGULATIONS PARODIED.

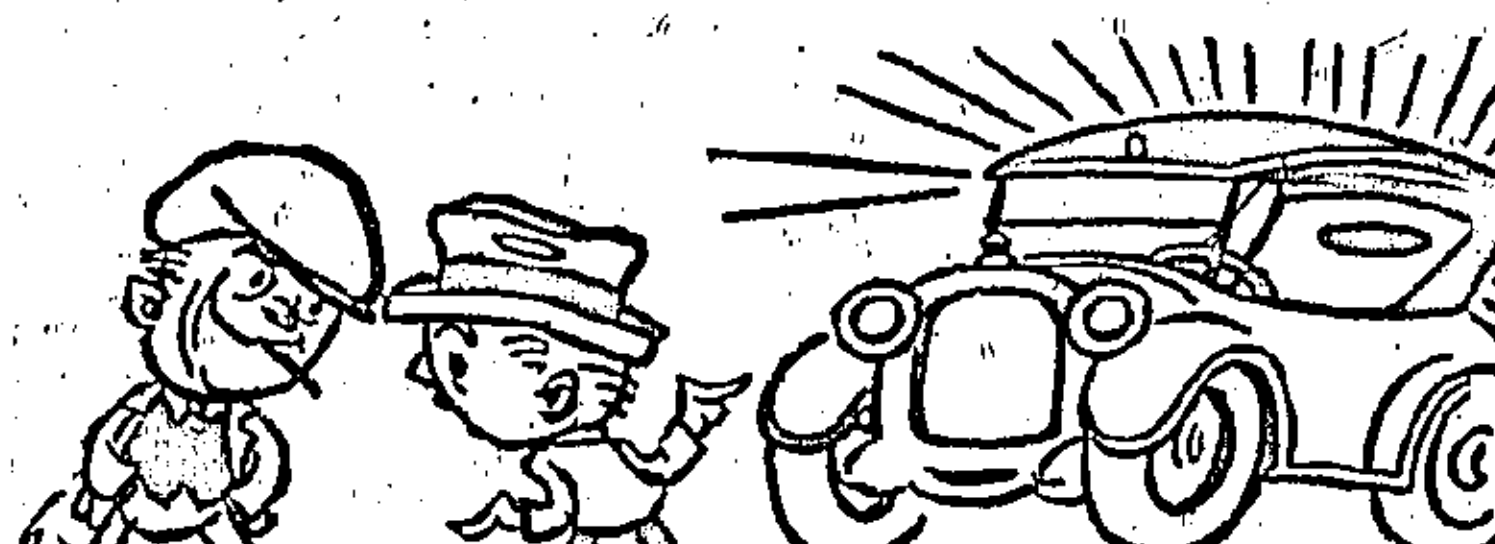
(BY STAN HILL.)

## THAT AWFUL REMINDER



STAN HILL 1925.

Vehicles and drivers' licenses are renewable on 1st. of July of each year.



"New car. Old Top?"  
"No, old car - PONTOP"

YOU bet it's PONTOP, the material that real tops are made of—good to look at and a glutton for punishment!

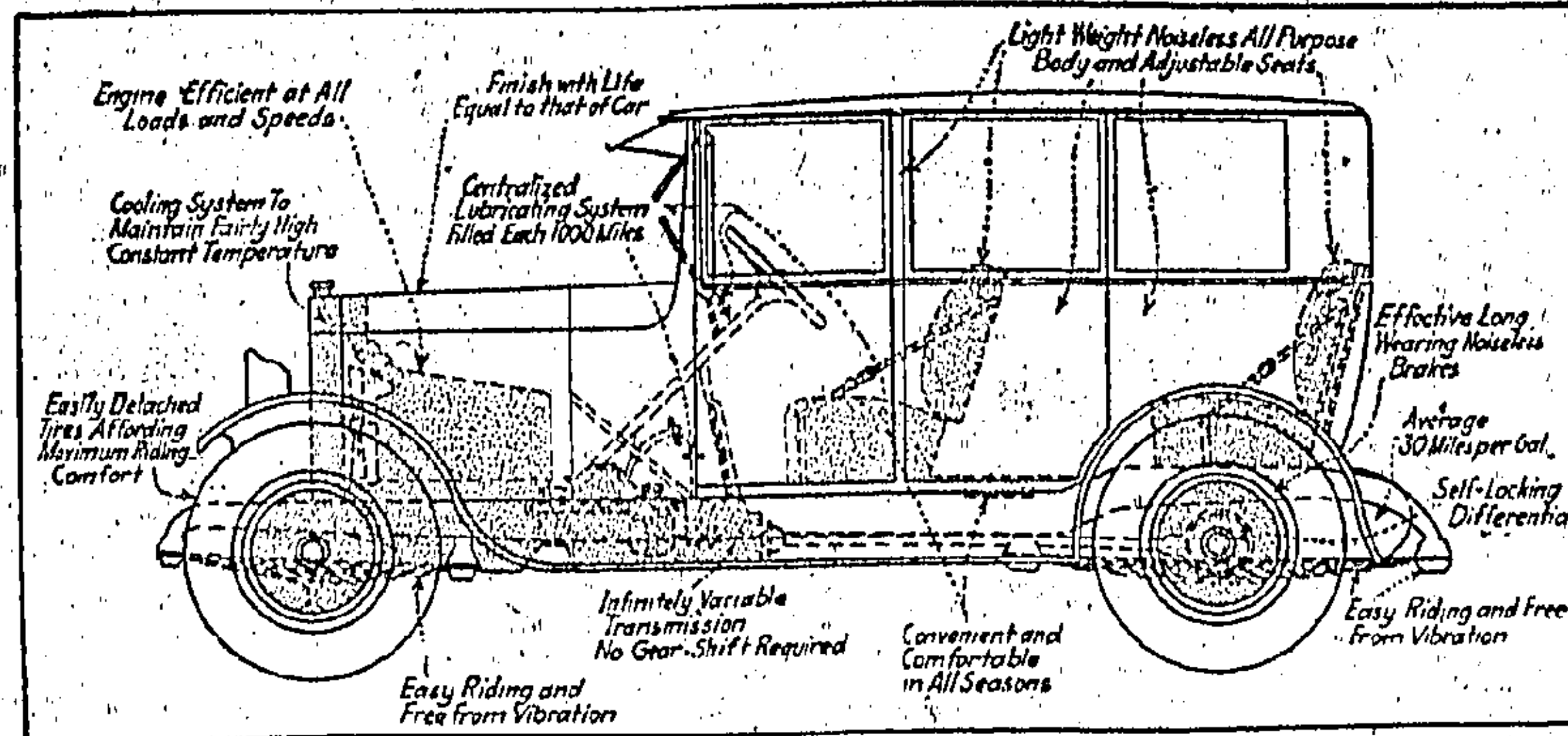
Let us make you a real top, tailored with taste and built to give service. You'll be proud of it and say it's the best investment you ever made.



The Dragon Motor Car Co., Ltd.  
Telephone Central 1246 or 1247.  
23, Wong Nei Chung Road, Happy Valley.

LET'S TALK TOP

## NEW YORK MOTOR ENGINEER'S IDEAL CAR.



THE IDEAL CAR, AS SUGGESTED BY HERBERT CHASE, NEW YORK AUTOMOBILE ENGINEER. THE IMPROVEMENTS NEEDED FOR THIS ARE INDICATED BY THE NOTES AND ARROWS.

## SUBSTITUTE FOR CARBURRETOR.

## DEVICE TO ADD POWER AND SAVE GAS.

Detroit, April 10.—A 10 cent device that does away with the costly motor car carburetor and a simply made gasoline pump that eliminates the expensive vacuum tank, are promised for 1926 automobiles.

At Milford, Mich., 40 miles from Detroit, the General Motors Corporation has a 1200-acre experimental "shop," half plain, half hills, on which it has built 12 miles of every type of road from concrete to mud for proving out any new device intended for use in or on an automobile.

ONE DEVICE IS TINY PIPE.

There, two particular tests, among a hundred others now in progress, are about complete and threaten to revolutionize the present system of carburetion on every automobile, from the lowliest to the most magnificent. The two devices put through have surpassed even the hope of their inventors.

One device, a tiny pipe, entirely eliminates the carburetor and is so simple in construction and operation as to turn grey the hair of every combustion engineer from grief that he had not thought of it. The other is a gasoline pump, to be attached near the carburetor. Almost as simple as the other, it does away with the modern vacuum tank.

SAVES GAS, INCREASES POWER.

The invention to eliminate the carburetor costs less than 10 cents, it is said, to manufacture. That it "works" is proved by some of the tests conducted with it. A car, with \$37. worth of carburetor and carburetor connections removed and the 10 cent device put in place, was driven day after day over a 100-mile course. Invariably the results were the same. The car covered the distance with a 20 per cent. reduction in gasoline consumption and with an estimated 30 per cent. increase in power.

In the other instance the gasoline pump replaces the expensive vacuum tank. It is as simple made and operated as is the ordinary water pump in the cheapest motor and is set in motion and its speed regulated by the motor itself in exactly the fashion of the present vacuum tank. Its costs is trivial. After months of testing, it operates as effectively, if not more so, than the vacuum tank.

STILL ANOTHER CARBURRETOR.

While these may seem revolutionary to the layman, their advent will not be a surprise to the industry when it learns of them. Carburetion improvement long has been sought by car makers. However, these two devices, and a third which is about to be manufactured in Detroit, are the only ones so far successful. The third invention is a new type carburetor, intended also to eliminate the vacuum tank, and obtaining its suction power from the motor. Its simplicity and inexpensiveness are as unusual

## BROOKLANDS TRACK.

## OPEN AGAIN FOR RACING.

Brooklands track is open again after extensive repairs; but the 500 miles race which was allotted to the Royal Automobile Club by the International Association is postponed until next year. This race is for light cars of 1,500 c.c. or less and is part of the competition for the championship of the world. This should be a very fine race, and entries may be expected from abroad. The rest of the season's programme will be carried out as arranged. Some modifications have been made in the official silencers to be used on the track; the relative size of silencer and cylinder are retained; but the expansion chamber is made shorter and wider, the length being four times the diameter instead of six times and a fish tail has been added to the outlet pipe, which for small cars must be not more than a quarter of an inch in width and not more than six inches in length. The size of the outlet pipe is also limited, and the cross-sectional area must not exceed the minimum area of an exhaust port. Touring cars may use the track with their ordinary silencers except in competitions. This includes the sports models. In view of the trouble with those who live within hearing of Brooklands track, the authorities are wise in thus early taking up the silencer question; but some little time must elapse before it is known how effective the new regulations will prove to be.

Oil and motor engineers for some years have agreed that but 15 per cent. of the energy stored in gasoline is being used by the modern motor, and car makers have struggled in hope of making some startling discovery or at least reducing the waste. But not until this year have they been promised success. Now it appears to be coming from all directions.

It is to improve carburetion that each leading motor maker pins his fondest hopes of turning the public's mind strong to his car. For the time being, the other fields seem to possess minor possibilities of improvement. All feasible changes in number and arrangement of cylinders have been tried. Four wheel brakes, balloons and lacquer finishes have taken care of those phases, at least for a while. Cooling systems must yet be improved, as must lubrication and spring suspension. There is room to make lighter and more comfortable bodies. These will come more slowly. But before them will, and must, come better carburetion, and some new type of transmission, simpler to operate and consuming less power and at the same time able to deliver more power to the rear wheels.

## MOTOR CYCLE COMPETITION.

## SEASON OPENS IN FRANCE.

The Six Days Winter Trial, February 3rd-8th, 1925, opened the motor cycle competition season in France. This provided the first opportunity of testing out 1925 models, and we observe from the entry list that the Triumph Co. were one of the first to avail themselves of this by entering their new type of machine, the model which was first introduced at the last Olympia Show at such a sensational price.

The trial took the form of selected routes out of Paris with a return to the centre each afternoon. The roads generally around Paris are not good, for they carry an immense amount of traffic and include much rough pavement. Some of the daily routes went as far as Chateau-Thierry, Soissons, and the well-known War region of Chemin des Dames, 1,150 miles being covered in the six days.

Adverse weather condition prevailed, and combined with the natural difficulties of the course, were responsible for the retirement of every rider, except one in the 500 c.c. class, by the fourth day. The one survivor was M. Pinney, who was piloting a new 494 h.p. Triumph; as a matter of fact, the only Triumph in the trial. M. Pinney finished the course in faultless style, without the loss of a single mark; which, it must be confessed, was a remarkably fine performance in view of the fact that but sixteen out of forty-five starters succeeded in doing this, this total representing all classes and embracing machines with engines up to 1,000 c.c.

## NOW IN MUSEUM!

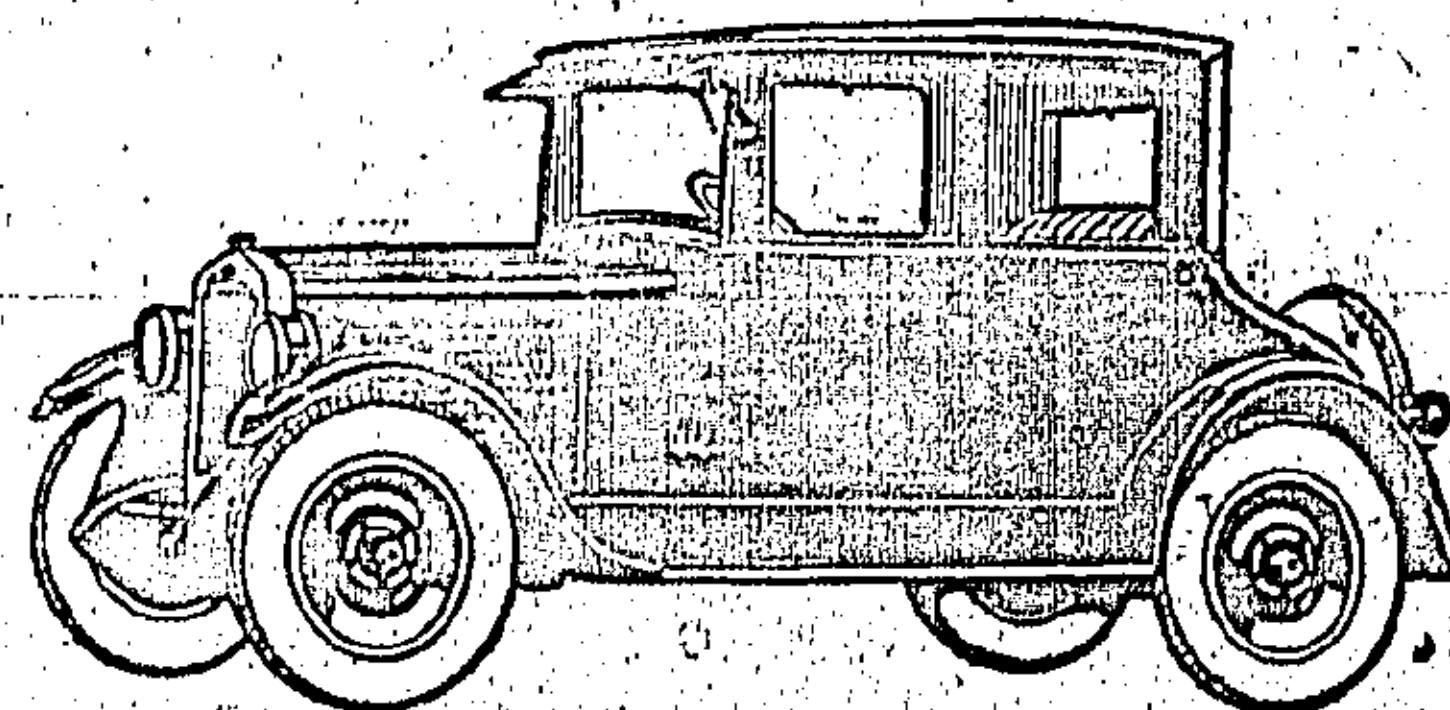
## HISTORICAL MOTOR CYCLES.

Following the interesting exhibit of historical motor-cycles which the Auto-Cycle Union organized in connection with the recent Motor Cycle Show at Olympia, the Science Museum, South Kensington, has now acquired, through the kindness of the owners, the following:—1901 Singer motor-cycles with engine in the back wheel; 1907 Douglas motor-cycle, the first complete motor-cycle built by Douglas Motors, and the first motor-cycle to be fitted with a horizontally opposed engine; 1902 Humber; 1909 Norton; and the 1904 J.A.P. engine, which was one of the first over-head-valve engines manufactured in England. All these were part of the A.C.U. exhibit and can now be seen at the Science Museum.

## FLAPPER FANNY says



## A DELIGHTFUL TWO SEATER.



This picture shows one of the popular Buick models.

## "AUSTIN SEVEN"

## The Right Car in the Right Way.

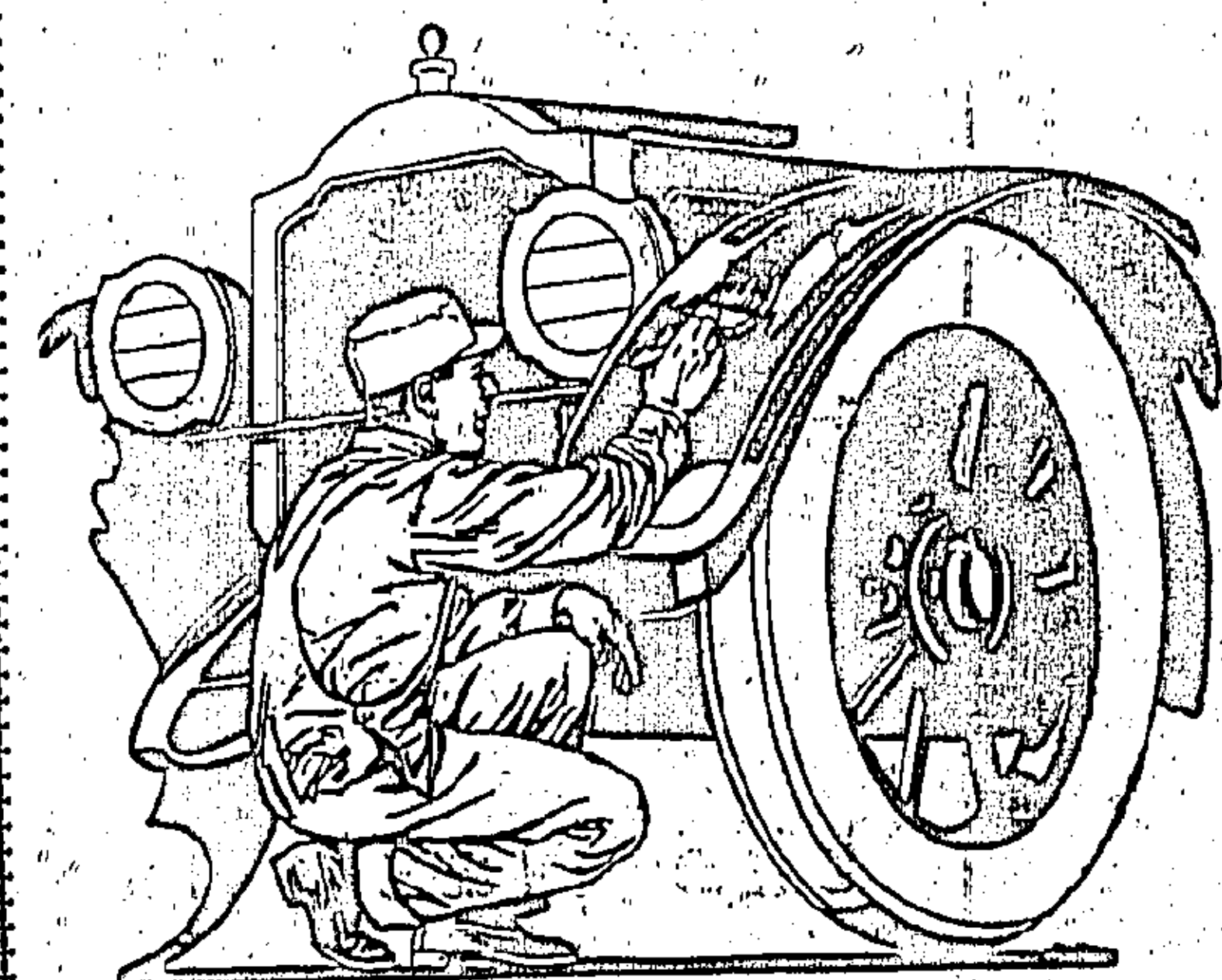
If that car you are thinking of getting is an "Austin 7" you need not investigate or enquire any further.

It is a good car, a "Right Car" to buy that you can take for granted. You will get with it facilities that in their completeness and helpfulness are as right as the car.

SOLE AGENTS.

Alex. Ross &amp; Co., (China) Ltd.

Bank of China Building, Hongkong.



## PUT A NEW SPRING DRESS ON YOUR CAR

PAINTING—Motor Cars and Cycles.

ELECTRO-PLATING—Of Motor Car and Cycle Parts.

MACHINE SHOP—Lathes Work, Milling, Planing, Drilling, etc.

WELDING—Oxy-Acetylene Welding of Broken Motor Parts.

UPHOLSTERING—Tops, Cushion Covers, etc., made and repaired.

ELECTRICAL—Generators, Starters, etc., adjusted, repaired, re-wound.

BATTERIES—All makes of Starting, Lighting, and Ignition Batteries repaired and/or recharged. New Columbia Batteries in stock.

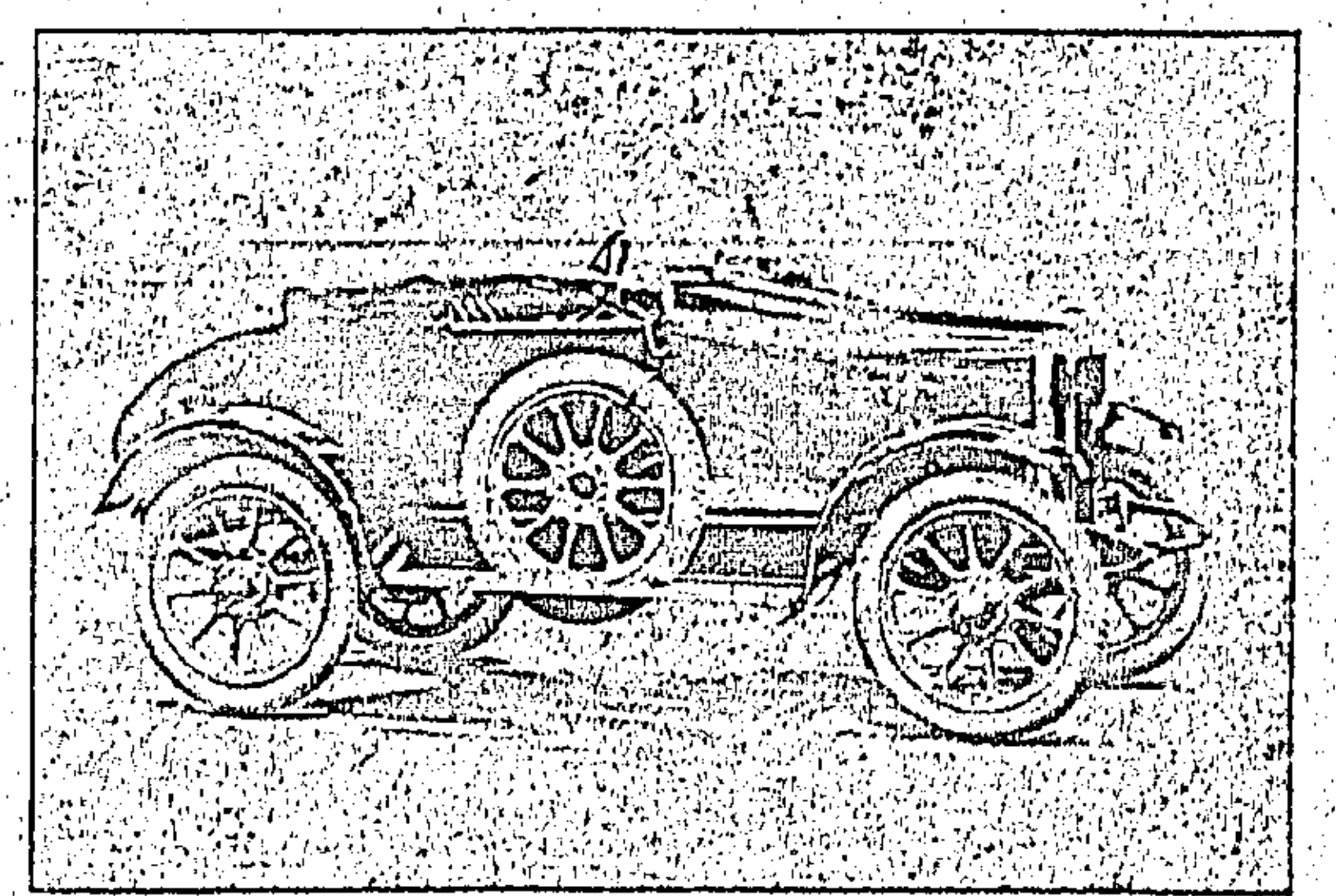
## THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision.

Telephone C. 1246 or 1247. A. J. Allison, Service Manager.

IF YOU WANT A CAR WILL GO QUICKLY, GO ANYWHERE, AND COST LITTLE TO RUN, BUY A

JOWETT



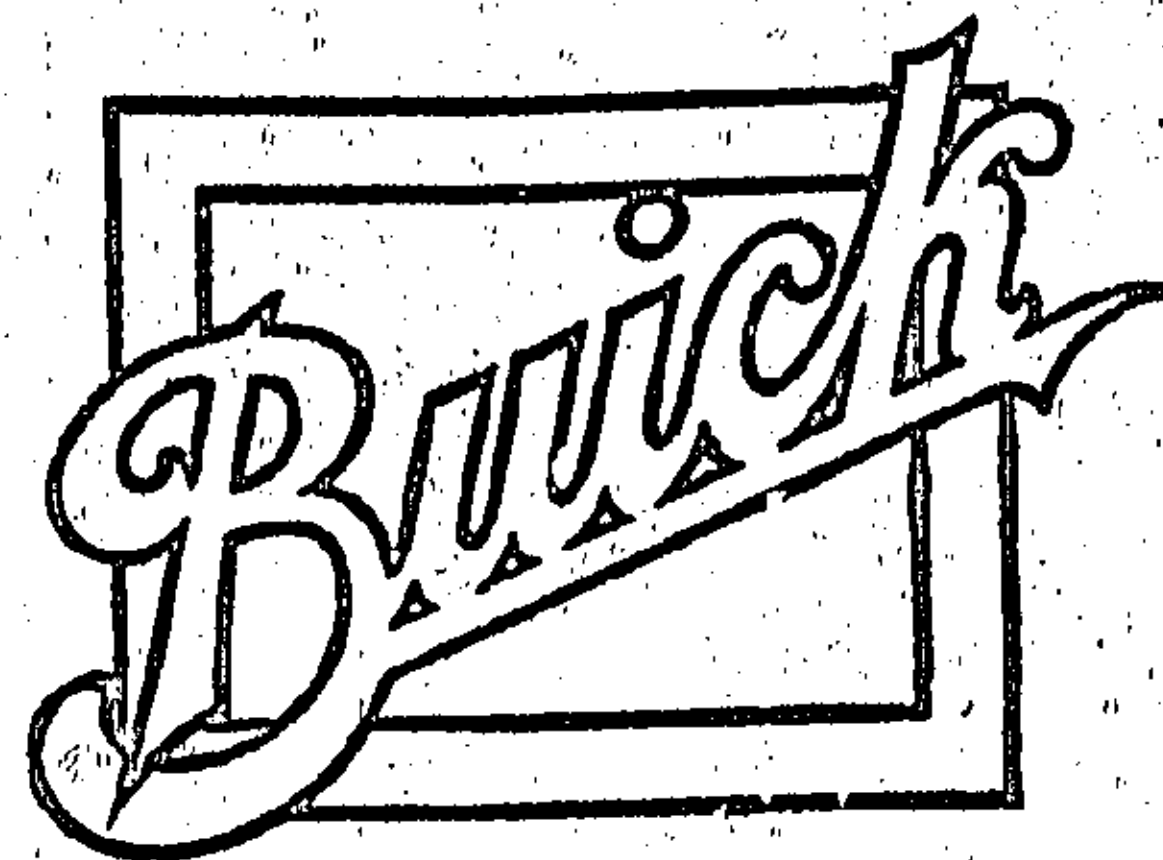
Write for Catalogue of the "Little engine" with a big full.

A. &amp; P. LEONG HINGKEE &amp; CO.

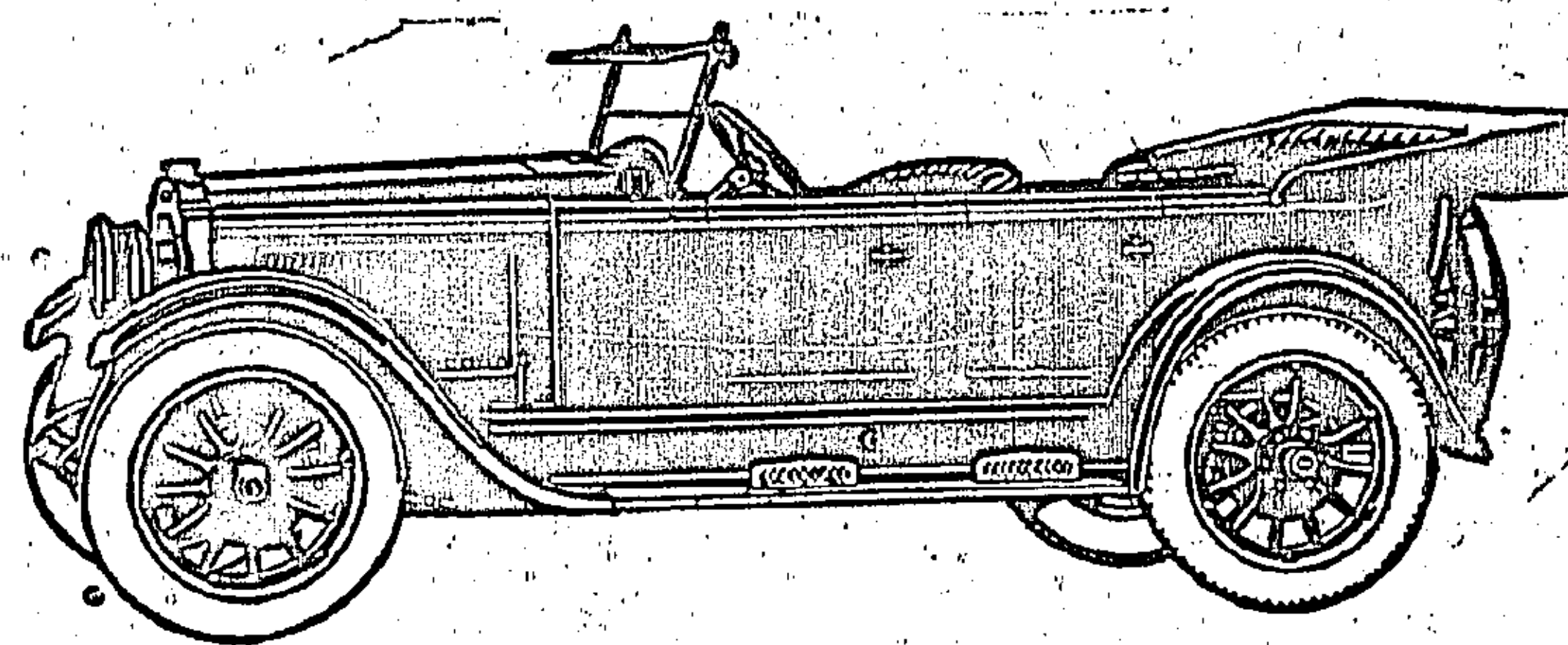
China Buildings, Sole Agents.

Telephone C. 2794.

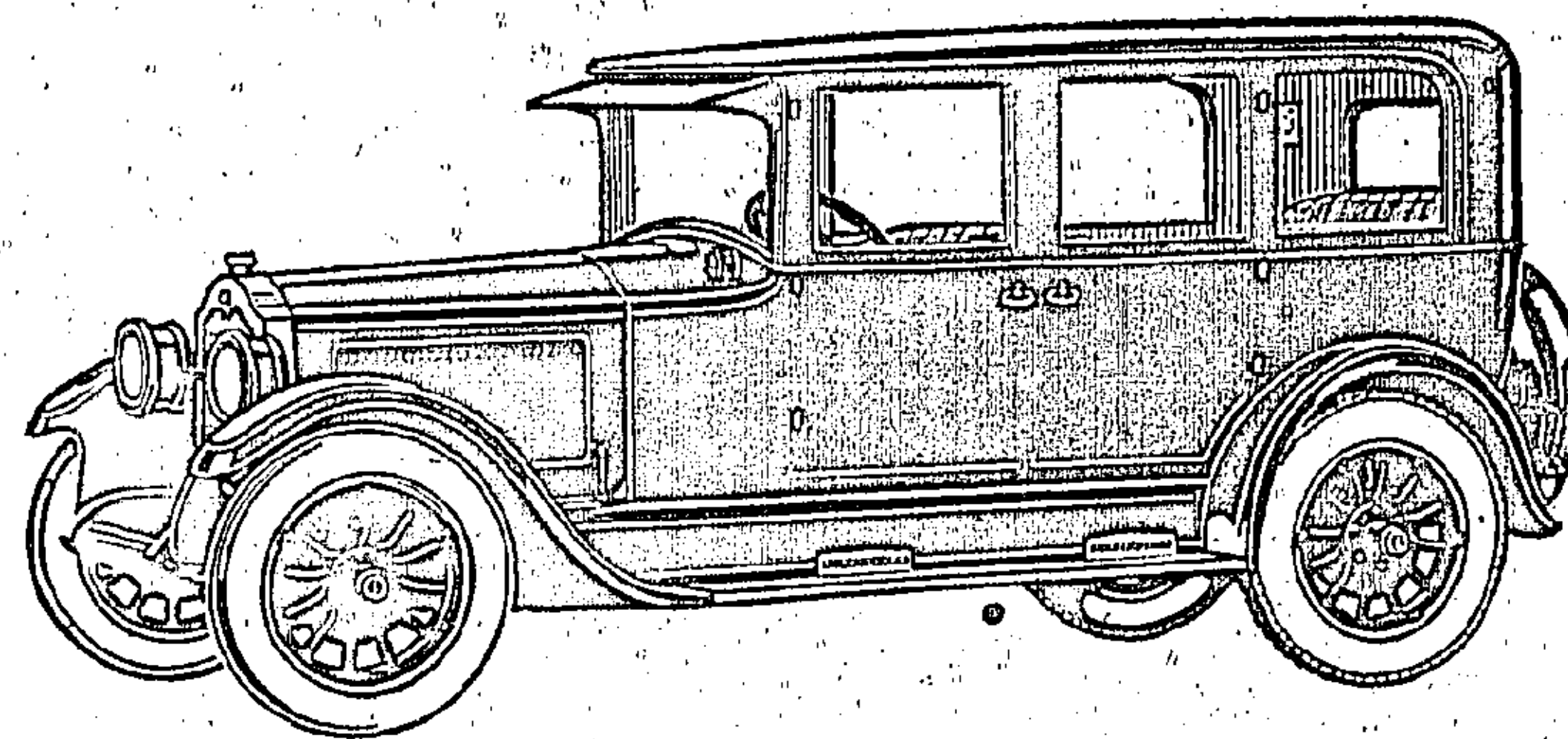


1925MODELS

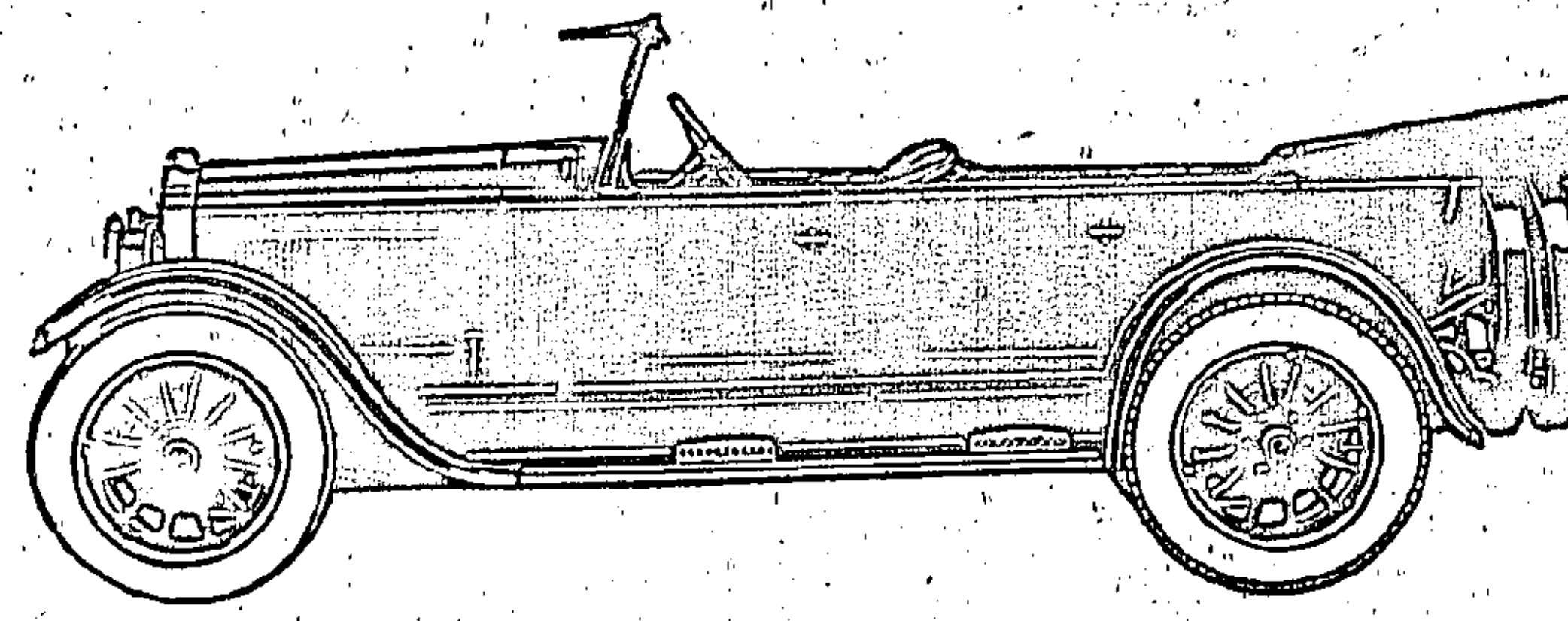
For the Seventh  
Consecutive  
year, Buick has  
been awarded  
first place at  
the National  
Auto Shows, a  
record which  
explains why  
Buick is "The  
Standard of  
Comparison"



BUICK FIVE PASSENGER 1925 TOURING MODEL



BUICK SEVEN PASSENGER LIMOUSINE SEDAN



BUICK SEVEN PASSENGER 1925 TOURING MODEL

Only two other  
American cars  
besides Buick  
propel them-  
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torque drive, in-  
stead of through  
the rear springs.  
One costs around  
G\$4.000.00, the  
other is the  
highest priced  
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America

WHEN BETTER AUTOMOBILES ARE  
BUILT BUICK WILL BUILD THEM

FOR DEMONSTRATION AND FULL PARTICULARS APPLY—

THE HONGKONG & KOWLOON TAXI CAB CO., LTD.  
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DRINK  
MALTED  
MILK

# WOMEN'S INTERESTS

BE SURE  
IT'S  
NESTLÉ'S



This alluring creation, with the richness and shimmering magic of its metallic lace trimming, has come to usher in the spring mode. Another smart evening cloak of gaily coloured, figured material, and lined with rich sheeny fabric, is lying across the chair at the side.

## SCARF TRIMMED HATS.

The scarf is destined to return in a new form this season, though after having played an important part in the fashion world, for so long one was inclined to believe that it would be laid aside for awhile. Hats this spring will be decorated with scarves twisted round the crown at the side. Also the smartest thing will be to have a scarf matching in details of colour and trimming the hat worn with it.

A hat seen recently was trimmed with tiny roses made of different coloured wools, and the scarf was made of crepe de Chine in the same shade as the straw of the hat, and finished with a band of the same wool roses.

## THE SLENDER LINE.



The slenderizing line of this silk gown, printed in navy blue and white, should endear it to the hearts of all women. The vestee and front panel are of pleated georgette crepe, and there is a collar of ecru lace. It is caught together at the front with an ornament of beads and two long tassels.

## TRIFLES OF INTEREST.

An amusing innovation is the old Persian fabric handbags made to match the little breast pocket handkerchief, both being bordered with bands of galon.

Novelty yokes are making their appearance on some of the advance summer models. One frock had a yoke made of pleats, another was cut with long ends to tie in a soft bow in front.

A pretty novelty is a black lace frock with a wide pastel-shaded ribbon threaded under the lace, tied on each side in a big flat bow.

Enamelled fobs are worn with smart crepe de Chine frocks, also carved stone buckles which hold draperies or fasten a belt.

The newest jabot frills are of the same material as the frock itself, and lined with a contrasting colour. They either fall well below the waistline or are caught up on one shoulder.

## THE SIMPLE OUTLINE.

The very fashionable frock still suggests simplicity above all things. Its outline is almost child-like, its almost inevitable tunic is very straight and long, giving the wearer an extremely supple look, and the skirt whether narrow or flared, is definitely short.

Lace ruffles and cuffs are in the right tradition with the simple frock, and it will be considered quite correct to wear a long coloured gauze scarf, if you wish, and to alter the draping of this constantly in the manner of Grecian girls with similar draperies.

Many frocks are petal pointed; indeed, the skirt may be elaborated in all sorts of ways so long as it does not lose its essentially straight line. The right kind of flared skirt (and we all want to beware of the wrong, which is ugly) is perfectly straight till within a few inches of the hem, when it suddenly flutes out in a pretty, flower-like fashion, rather as if the flare were caused solely by the movements of the wearer.

Fichu cuffs as well as fichu collars appear on many new frocks.

Chinese embroideries on silk frocks are quite suggestive of the decorative panels that have previously been seen framed and hanging upon walls.

## BEAUTY OF OSTRICH FEATHER.

Once upon a time ostrich feathers played as important a part in the decking of beauty as the silks and satins and fine laces, which—under new names, perhaps—are unalterably of beauty's tradition. Cinderella went to the ball with ostrich plumes in her powdered hair, and when we were young we did not dream that feathers could ever lose their proud place as the right thing in the way of elaborate decoration. We wore curled ostrich feathers ourselves on our leghorn hats on Sundays and other days when children were expected to take care of their clothes.

Incalculable fashion has brought in close-cropped hair and untrimmed millinery. There are no picture hats to cry aloud for adornment by the ostrich feather. It was meant to droop along with ringlets, it seems, and cannot successfully shade the slender neck which is revealed by the Eton bob. Little hats are made entirely of feathers and feather mounts are used, but the ostrich feather is not seen in its genuine, historic picturesqueness. That this fashion will be revived is, however, the opinion held in the Trade Commissioner's Department of the Union of South Africa.

## THE RETURN OF "PICTURE" HATS.

Once more the rumour is heard that Paris is bringing back the big hat. When the large hat seriously returns it will be feather-trimmed. Then the ostrich farms in the Dominions will get busy again, and a distinguished and romantic industry will flourish as of old.

It would be wrong to say that ostrich feathers have been out of fashion. They have been used for gigantic fans (too luxurious for the great majority of us), vanity-bags, trimming for evening frocks, imitation flowers and foliage. Little pink rosebuds, pale lilies of the valley, a purple blossom resembling a passion-flower, and other designs, have been fashioned in feathers.

But the full beauty of the ostrich feather, the beauty which we seem to have forgotten, is the feather in its full length, with its delicately stirring fronds making a slight but definite "poetry of motion." Ostrich feathers are worn on the head in the evening, but in the form of narrow bandeaux, set with diamonds. The ostrich feather, to express itself, should droop.

## DANCING AS AN EDUCATION.

The vogue for ordinary ballroom dancing is so overwhelming that one is apt to forget that there are departments of the pastime which are well worth cultivating on other than purely social grounds. Ballroom dancing will keep you young, but it has no place among the arts, or among those activities which go

## VERY SMART.



This new Paris dress has a large phosphorescent flower, just below the waistline, as its only decoration.

to the development of body and mind.

You will have to turn to classical or specialised dancing for this. The grace and poise of figure attained by the classical dancer is remarkable, and is about the

## THE DIET FOR BEAUTY.

No matter what her age, the woman who aspires to a clear, smooth, peach-like complexion must include plenty of fresh fruit in her daily diet. For fresh fruit is as essential to beauty as it is to health, and it is the safest and surest way of preventing those ugly little blotches on or beneath the skin, which invariably make their appearance in the spring.

The best time to take your fruit for promoting beauty is in the morning. Before breakfast, if possible; if not, the fruit should form the first course at breakfast. Grape fruit is excellent, especially for those who wish to preserve the slim, youthful figure which is so fashionable at the moment. Apples are also beneficial for clearing and improving the complexion, and oranges are capable of storing the "bottled sunlight" which we need.

It is an excellent plan to make a rule of taking one meal daily which is entirely composed of fruit. The business woman would make that meal lunch. She will find that she works better and feels brighter after a luncheon composed of fruit than after one of meat and vegetables.

One of our prettiest actresses once confessed that her secret of keeping her figure so slim and supple was a dish of stewed fruit taken fasting the first thing every morning. The fruit, she said, must be fresh, not dried, and it must be eaten fasting. Rhubarb, apples or any fruit in season will do.

"Try it and see. In a few weeks you will be delighted with the result. You will not only feel in better health, but your complexion will be clearer and your eyes brighter, while it will check any tendency there may be in your constitution to 'put on weight'."

best guarantee of physical fitness one can have. It involves, however, a good deal of serious application to things outside the dance itself, such as the study of sculpture and music and more than a dip into the literature of the subject. Some of the best schools of ballroom dancing have a classical department, but you should assure yourself by previous inquiry that you are placing yourself in expert hands.

The ideal classical dance culture is designed to give women a chance of expressing themselves in ideal terms. As a change from the unvarying ritual of the ballroom they are well worth attention, but dilettantes and half-hearted enthusiasts are not wanted.



Here are pictured two afternoon models which stress the now so fashionable shortness of skirt.

## WHEN USING PERFUME.

It is the fashion in these days for women to choose individual perfumes and to keep to one only for boudoir, bedroom and bathroom.

The scent in the out-glass fragrances on the dressing-table, the soap, bath salts, face and talcum powders, the sachets in the lingerie drawers and with furs, all disseminate the identical delicate odour which the wise woman has made so personal.

Perfume stains one's clothes, and the scent grows stale. The right way to use it is in drops behind the ears, as the clever Frenchwomen apply it, and a very little rubbed over the palms of the hands. A spray on handkerchief and, perhaps, hair completes the toilette.

Stockings, gloves, lingerie and frocks are permeated by pretty sachets laid among the folds, and little bags of cotton wool soaked in the scent tied to clothes hangers. Sprayed on to the tissue paper which enwraps her hats, it is imparted faintly to them also.

Small sachets sewn under pillow-slips and cushion covers are subtly apparent when the weary head is laid on the soft down.

It is very bad taste to use a cheap and heavy scent. Perfume should suggest the freshness and beauty of a garden of flowers. The smart woman chooses a scent which is a blend of rare and sweet ingredients.

## SLIM SILHOUETTE.

There is not any distinctive difference in the silhouette of the new models now being shown by the big houses. The outline will remain as slim as it has been for many seasons past but a little extra fulling will be introduced by means of folds and pleats concealed at the sides of the skirt.

## THE QUESTION OF LENGTH.

As to long 'h, this is a problem which everyone seems to be solving to her own individual satisfaction. The wide-skirted period frocks are being worn low down about the ankles; the straight silhouette frocks of beaded crepe georgette and crepe de Chine stop a few inches higher up, whilst the very latest of all frocks leave off at the knees. At a reception given recently at the Elysée, in Paris, were noticed several wearing frocks which were no longer than this, so that from the back it was quite impossible to tell whether they were real "grown-ups" or schoolgirls of 12. Moreover, these frocks were so narrow that a slit had been made at each side to allow the wearer enough space in which to walk, for the skirts themselves were not as much as a yard round.

## THIS WEEK'S RECIPE.

### LEMON PUDDING.

One lemon, 1 cup sugar, 2 eggs, 3 tablespoons flour, 2 cups milk, 1/2 teaspoon salt, graham crackers, 4 tablespoons powdered sugar. Beat yolks and whites of eggs separately. Mix flour and part of milk to a smooth paste. Add juice and grated rind of lemon. Add sugar and remaining milk. Pour this mixture onto the well-beaten yolks of eggs. Line the bottom and sides of a pie dish with graham crackers, pour in custard and bake in a slow oven until firm to the touch. Beat whites of egg until stiff and add powdered sugar. Continue beating until mixture is stiff enough to hold its shape. Spread over top of pudding and brown in a quick oven.

## "GIBSON GIRL".



A modern "Gibson girl" is Majel Coleman, who has been selected as one of America's most beautiful women. She was added to the list when six artists named her. In addition to having the most beautiful hands in the country she has won first prize in two mid-west beauty contests.

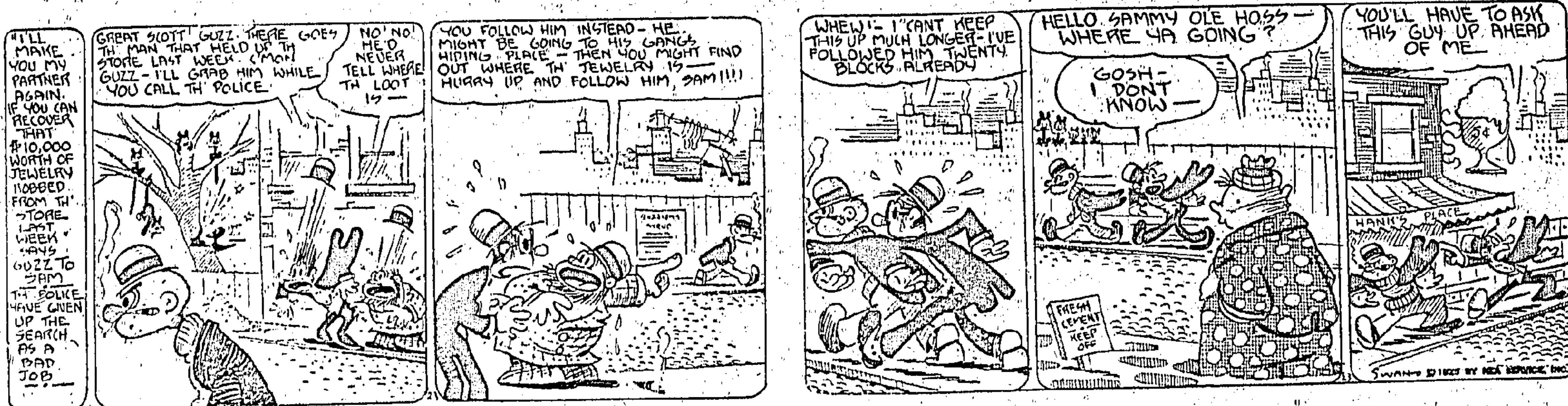


# A PAGE FOR THE KIDDIES.

SALESMAN SAM

Somewhere in U.S.

BY SWAN



NESTLE'S



PURE THICK CREAM

IDEAL WITH ALL FRUITS.

MOM - POP

The Tune Changes

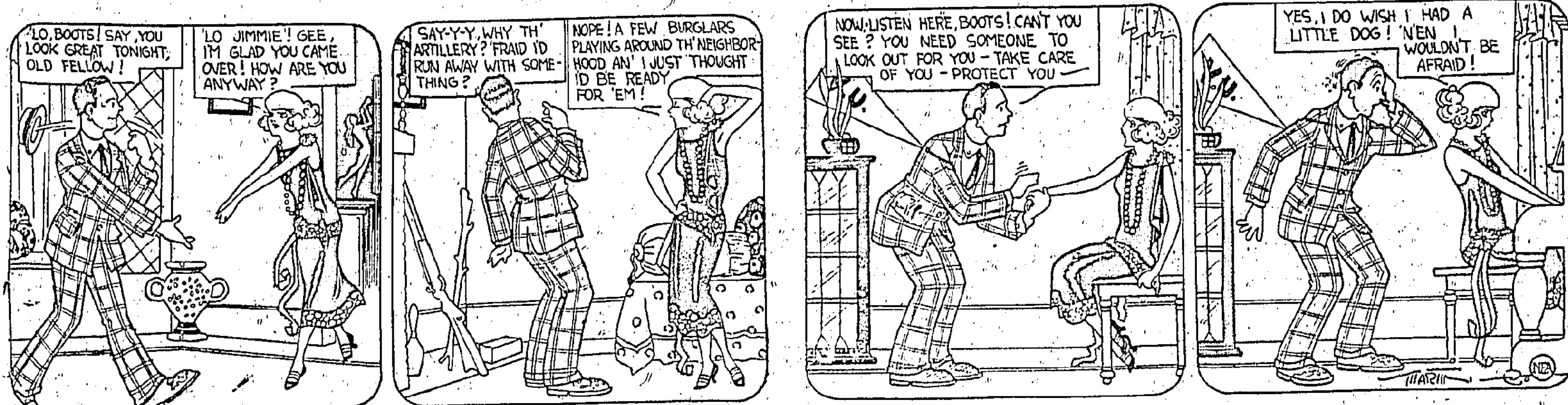
By Taylor



BOOTS AND HER BUDDIES

Better Luck Next Time, Jimmie

By Martin



WASHINGTON TUBBS II

By Craze



FRECKLES AND HIS FRIENDS

The Thrill Is Worth Something!

BY BLOSSER



FUNNY STORIES.

**THE MODERN ANSWER.**  
George Washington Jr.—Father, I cannot tell a lie.  
Father—No wonder the confession magazines send back your contributions—Judge.

**RESERVATIONS.**  
Dicky (calling downstairs after bedtime): "Muvver, will you speak to Freddie? He keeps on asking God to bless me and then he says things under his breath."  
—Til-Bits.

**MODERN CAMOUFLAGE.**  
Also: Your new flat is larger, isn't it?  
George: In one way it is. There are three rooms made into six.  
—Answers.

**PLENTY OF THEM.**  
Hubby had fallen down the steps and his wife was anxiously bending over him.  
"Oh, Tom, did you miss a step?" she inquired with much concern.  
"No," he growled; "I hit 'em all."  
—Answers.

**PROMINENT EX-PORTER.**  
Sam—What am yo' gonna do now?  
Bo—I'es an exporter.  
"An exporter?"  
"Yep, The Pullman Company just fired me."  
—Tennessee Mugwump.

**A BALD AFFAIR?**  
"How was the Barbers' Ball last night?"  
"Well, I stayed until a fellow committed herpicide, and then I decided the party was getting too dandruff."  
—California Pelican.

**THAT IS DIFFERENT.**  
Why did Majorie break off your engagement?  
"Because I stole a kiss."  
"How ridiculous of a girl objecting to her fiancée stealing a kiss from her."  
"Oh, but you see I didn't steal it from her."  
—Stanford Chaparral.

**A SOUND MOTIVE.**  
"You want a divorce from your husband? On what grounds?"  
"Incompatibility! I want a divorce and he doesn't!"  
—Pele Mele, Paris.

**THE DIFFERENCE.**  
Laura: I'm going to be married.  
Nora: But I thought you detested men.  
Yes, but one of them proposed to me."  
—Answers.

**REGRET.**  
"Madam," said the leader of the brigands, "we'll have to hold you until your husband ransoms you."  
"Alas!" replied the woman. "I wish I'd treated him a little better."  
—Pearson's Weekly.

Influenza

is frequently a source of permanent chest trouble. During, and after, an attack you should rebuild the system with

**Scott's Emulsion**  
It brings health to all.





## RACING IN JAPAN.

## Recent Motor Cycle Contests.

Japan often has motor car and cycle races. Here is an account of a motor cycle contest recently held.

The motorcycle races at Hamatsu were unusually well at-

tended, a crowd of 20,000 people turning out to see the speed champions whizz around the oval one-mile dirt track. The track was wet from the rain of the night before, but by noon the weather had cleared, and a programme of 25 events was run off, although speeds were held down by the soft condition of the track.

Tsubouchi and Hirata, both Nagoya riders, were easily the

stars of the meeting. Tsubouchi, riding one of the new 1,000 c.c. racing Harley-Davidsons, won two of the preliminary races and the final championship in the heavyweight class after a sharp struggle with Watanabe. Hirata, riding a 500 c.c. Douglas flat-twin racer, showed a clean pair of heels to every other rider in his class, and won the middle-weight championship by a wide margin.

The most exciting race on the programme was a preliminary affair in the 350 c.c. class, when Tada, the veteran Toya rider, riding an A. J. S. and Murase on a B. S. A. passed and repassed each other several times in each lap, Tada finally winning by a narrow margin.

## HARLEY-DAVIDSONS WIN HEAVYWEIGHT EVENTS.

The new racing Harley-Davidsons made their debut at this race, and succeeded in capturing six of the seven heavyweight events. In the semi-finals, six laps of the one mile course, Tsubouchi came in first, followed by Watanabe and Hirata on the 1,000 c.c. racing Indians with Daytonas motors, Nagata coming in fourth on a Harley.

The final heavyweight championship event, Watanabe got off to his usual poor start but quickly caught up with the field and pushed Tsubouchi hard, finally making an unsuccessful attempt to pass him on the inside. Till the end of the 10th lap it was nip and tuck, Tsubouchi finally winning by some 30 feet. Watanabe was second, Hirata third and Nagata fourth.

## IN THE MIDDLE-WEIGHT CLASS.

In the 500 c.c. class, Nakamura, who has won the championship in this class in the last two race meetings was forced to eat Hirata's dust. In the final event in this class Hirata walked away from the riders, and won by more than a lap. Nakamura, on the single-cylinder racing Indian, was second and Yokohawa, riding a Norton, third. Hirata's Douglas was doubtfully one of the fastest machines at the meeting, irrespective of size.

The B.S.A. team emerged triumphant in the 350 c.c. final event, Murase and Noss finishing first and third, Tada's A. J. S. being second. The 350 c.c. events were hotly contested and furnished the best sport of the day.



When reading such a publication as a "Motoring Supplement," how many people pause for a moment to consider the stupendous strides in automobile engineering which have made it necessary to run weekly publications dealing exclusively with modern means of transport. Perhaps it would even be more correct to say popular modern means of transport, because aviation can claim to be the ultra modern mode of passenger and freight transportation.

Well do I remember the sensation and scepticism created when a local doctor in a small town in the South of England appeared on the streets in a self-propelled vehicle—a motor-car! And yet that is barely a matter of twenty-five years ago. People at first thought him almost a mental case himself, and the antics he went through when starting the contraption always drew a crowd of interested and decidedly sarcastic spectators. The machine was a "De Dion," as far as my memory serves me, and the *modus operandi* of starting the chugging process was the winding of a leather strap around the shaft of a fly-wheel situated at the back, placing one foot on the body of the car in order to gain purchase, and then giving a gigantic heave, and trusting to luck that something "got moving."

Later on I was given a ride in it, and the sensation of finding myself being slowly, very slowly (excepting down hill) forced through the atmosphere, was unique in the extreme. However, the "mustard pot" as the local wits dubbed the contraption, on account of the colour, did not take very long before it puffed its last puff. Various types of machines continued to appear after this one, of which I remember the name, being the "White" steam car. The trouble with this affair seemed to be that the owner could never get up enough steam, and had quite a funny habit of travelling a couple of hundred yards, or so, and then dismounting, lifting up a lid at one side ("Bonnet" was not the name in those days) and poking about with wires until something cleared away, and a flow of fuel again raised steam.

That strides were being made however was evidenced by the appearance of a motor delivery van which the enterprise of a local store provided. This, and one or two others which subsequently made their appearance, was known only by the name of the firm which used it. Then a motor cycle appeared! This was made by the old firm of "Singer" and the motive power was supplied by a weird looking engine contained in the front wheel. Most of the time it appeared in the shop of a local cycle dealer—usually in pieces, but occasionally it was to be seen making quite good progress as a "motor bicycle."

Somewhere about the year 1900 it was announced that 100 motor cars would leave London on a Saturday morning and arrive at Bournemouth, 108 miles away, on the following Sunday afternoon. This was to be a red letter day, and many a youngster played

truant from Sunday School in order to see the strange procession promised. Quite late in the afternoon it was announced that a very small percentage of the number which started had reached Boscombe, a suburb of the town, and that some others had reached Southampton, thirty miles away, and that the others were decorating various stages of the 108 mile route. Those who had ridiculed the doctor's "De Dion," were of a different opinion now, and from then on, improvements were being constantly made in the internal combustion engine. Motor cars had come to stay, and about the year 1905, motor coaches began to oust the old style of four-in-hand coaches which made daily excursion trips from the town. About this time the word "Garage" became part of the English language, and hired men who drove motor vehicles were known as "chauffeurs," not infrequently joked about as "shovvers."

Upon looking back now, a rather curious aspect of early motoring is remembered, and that is the failure to remember the names of pioneer motor cars. Some names do of course crop up, but that is probably on account of associations rather than the popularity of the maker. For example, the "De Dion" is brought to mind on account of the large brass plate which used to appear across the front of it, the "Whits" steam car because the particular example remembered was painted white. The "Singer" motor on account of the notoriety of the well known sewing machine. The "Fafnir" motor cycle is exceptionally well remembered because it provided my first sensations of motor cycling, and incidentally, proved quite an expensive hobby as far as boot leather was concerned. But for the majority of cars, those used for trade purposes especially, the name of the firm owing them was their only identification. Such a state of affairs did not last very long, and one began to notice certain names appearing in long distance trials and races. I cannot remember the first car to run from Land's End to John O'Groats, but I think this trip was first accomplished just at about the dawn of the twentieth century.

The intervening years have witnessed surprising developments in motor traction. Experiments have been conducted with a view to perfecting the internal combustion engine and the process, although from some angles, gradual, has brought about a condition of perfection which is almost astounding. One of the most satisfactory signs today is the tendency of manufacturers throughout the world to increase efficiency while at the same time reducing prices. Especially is this noticeable among the group of British manufacturers who specialise in what have become known as "Small Cars."

The motorist of to-day who really understands the benefit automobile engineers have conferred upon mankind, is the man who used to be laughed at for wasting his time on one of the motor vehicles of but a quarter of a century ago.

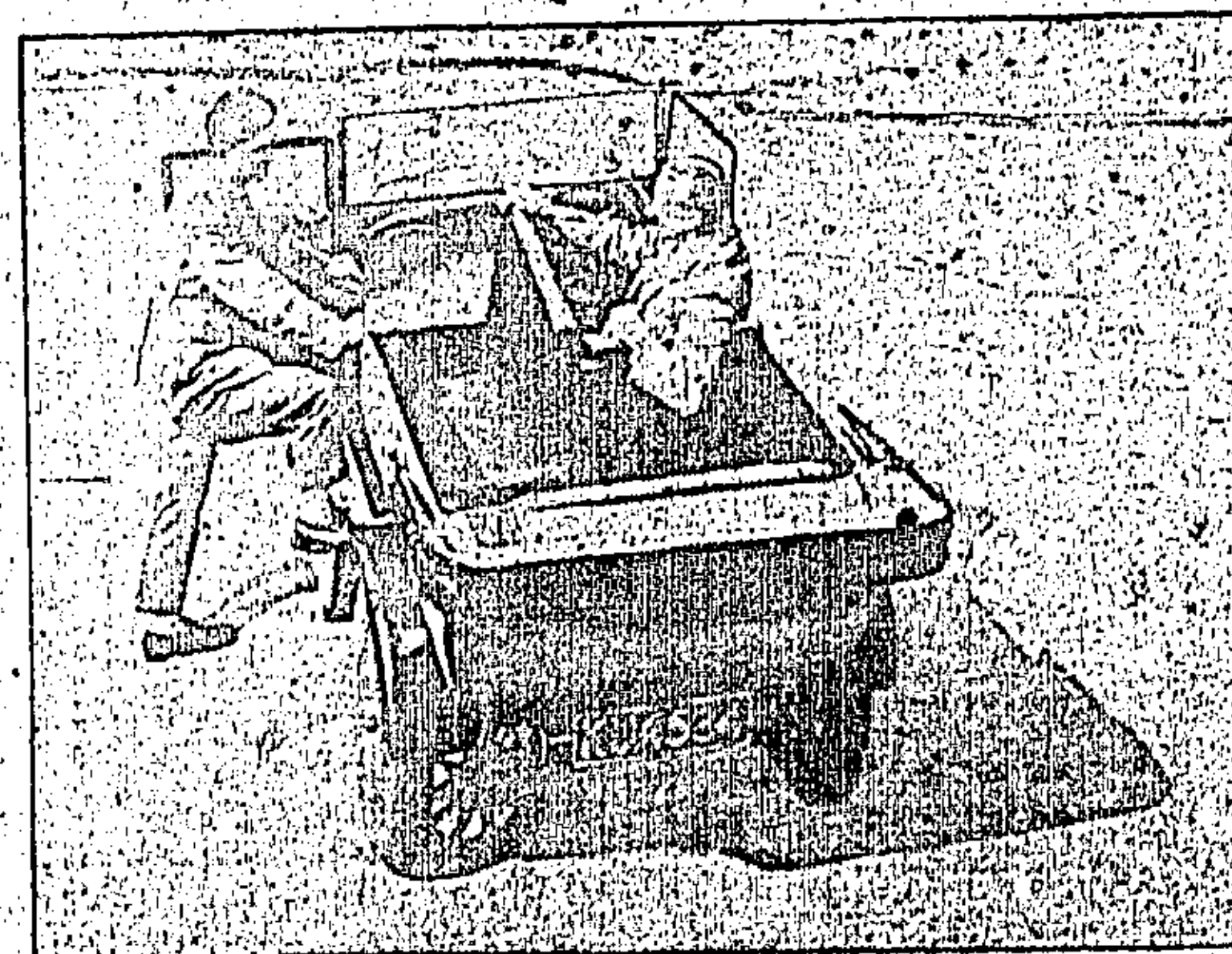
## OLDEST DRIVER.

Connecticut's oldest licensed auto driver is said to be Elizur S. Goodrich of Wethersfield. He's 90. The state has several drivers over 80.

## MORE LOCOMOTIVES.

Sweden has taken to the use of motor locomotives on its railway lines. This is a move to meet the growing competition of autos and busses.

## ANOTHER POPULAR LIGHTWEIGHT.



From a photograph of the "Jowett" showing means of access to the rear seats.



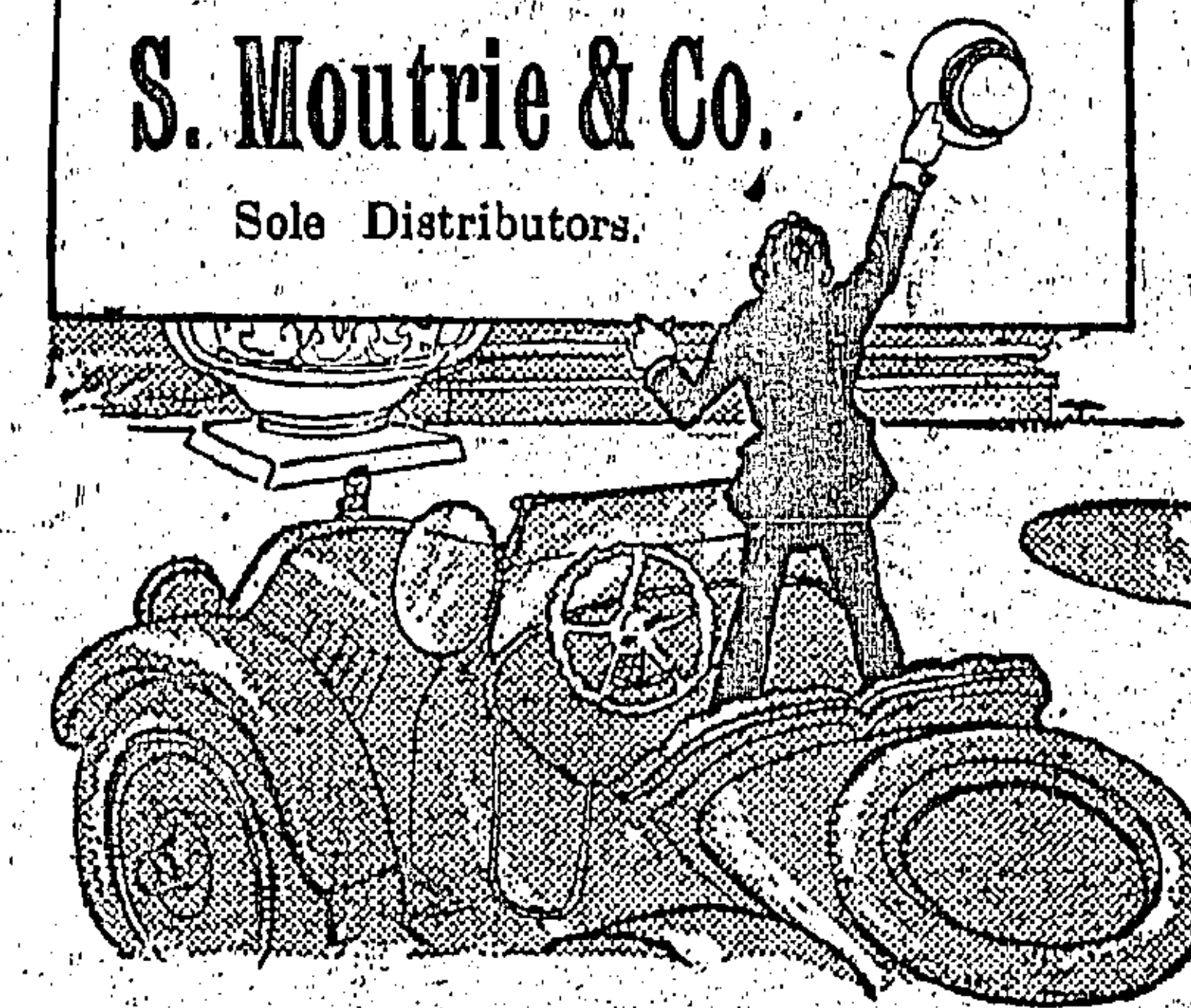
It's a beautiful day and I've got the—

VICTOR  
PORTABLE

The ideal machine for picnics

S. Moutrie & Co.

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SOCONY  
MOTOR OILS  
AND  
GASOLINE

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OFFER YOU THE  
MAXIMUM

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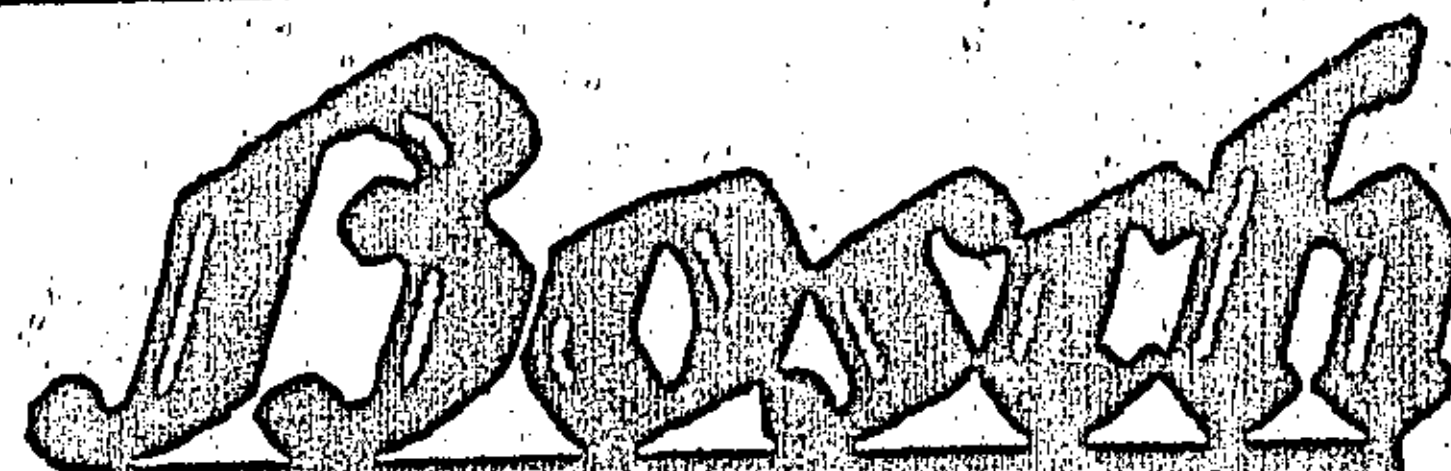
AT THE  
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EXPENSE



Full stocks carried by  
THE EUROPE-ASIA  
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Ask To See The Balloon Tyres.



## ROBERT BOSCH MAGNETOS:

The Robert Bosch Magneto are made of the best Materials and with equipment ideally designed for quality production.

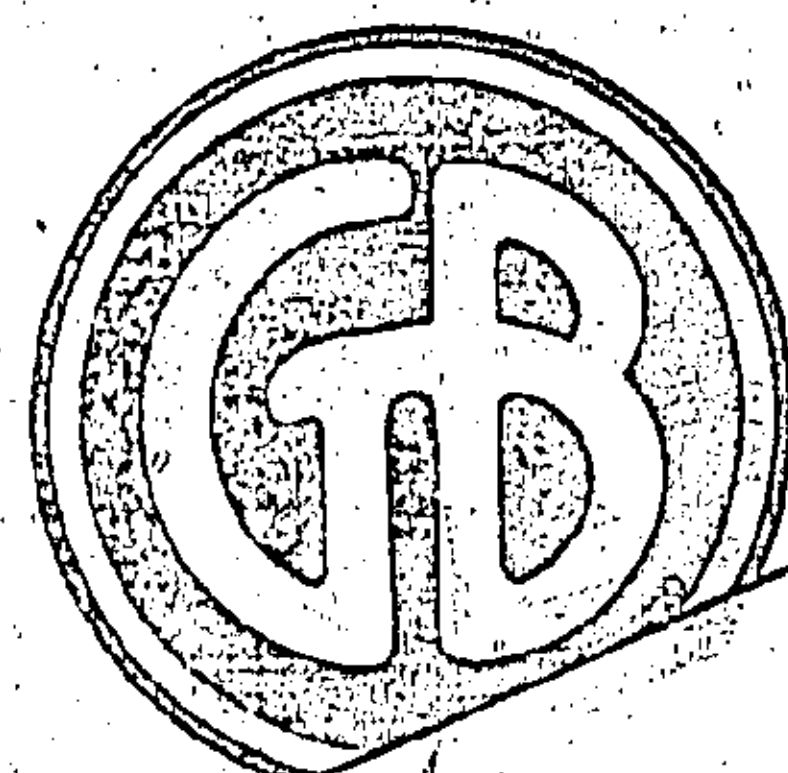
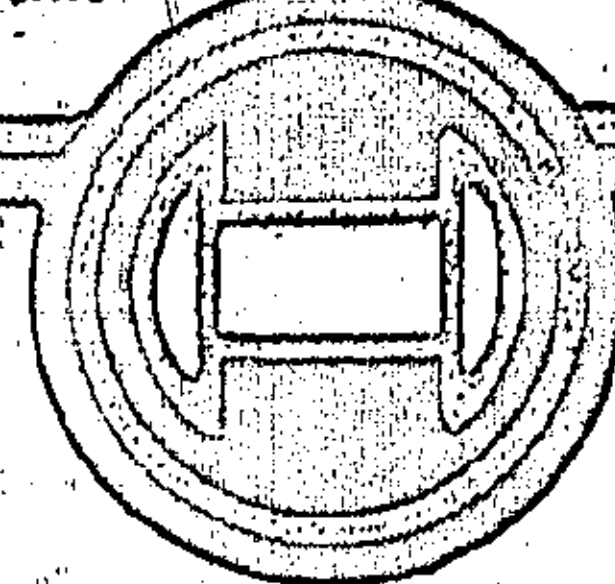
- 1—Cylinder Magneto:  
Right or Left Hand .....\$60
- 2—Cylinder Magneto:  
Right or Left Hand .....\$65
- 4—Cylinder Magneto:  
Right or Left Hand .....\$80
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Right or Left Hand .....\$95

## THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road, (Happy Valley.)

Pay close attention to the name of  
ROBERT BOSCH  
and this



GRAHAM BROTHERS  
TRUCKS

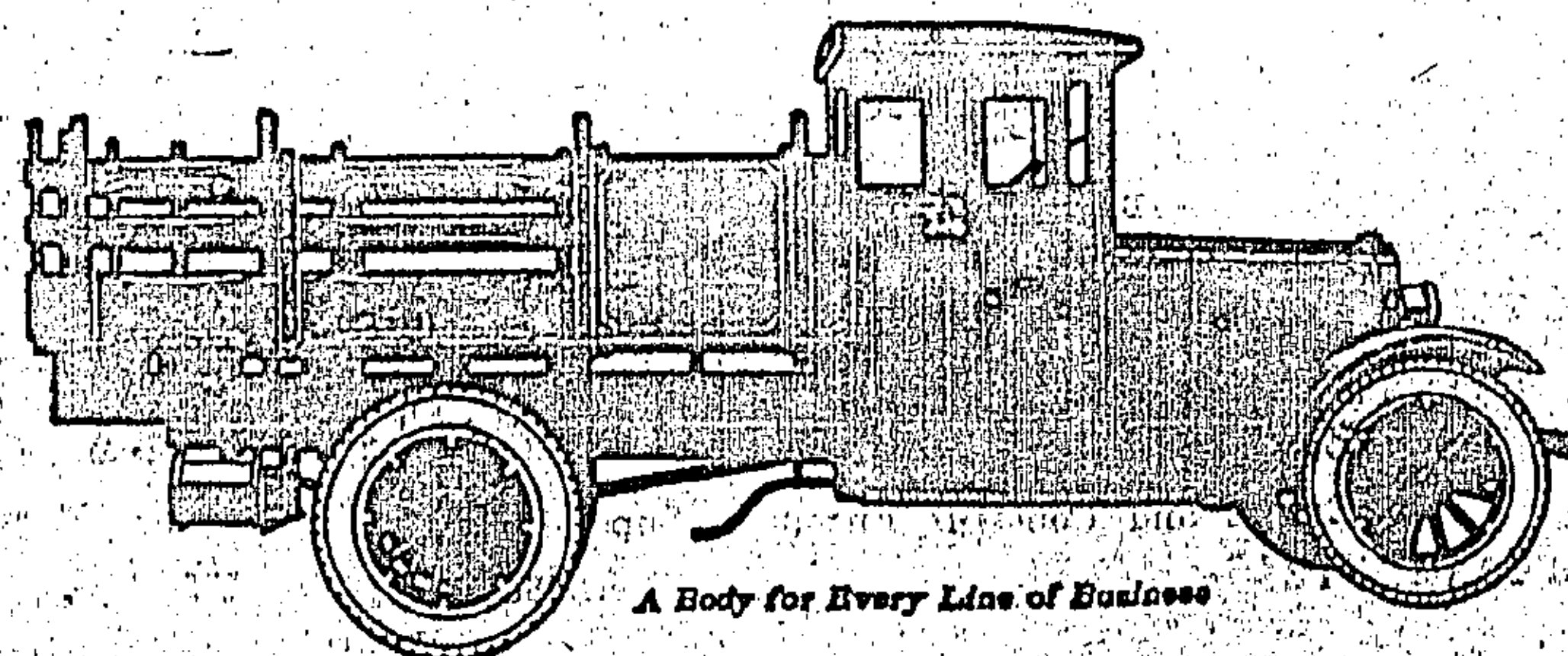
SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

One reason for their long life and exceptional economy is their light, sturdy construction. Neither engine, chassis nor pocketbook are taxed with the high cost of pulling excess weight. Every load is a pay load.

1 Ton Classis, G \$1,550. 1½ Ton, G \$1,760, delivered

THE DRAGON MOTOR CAR CO., LTD.

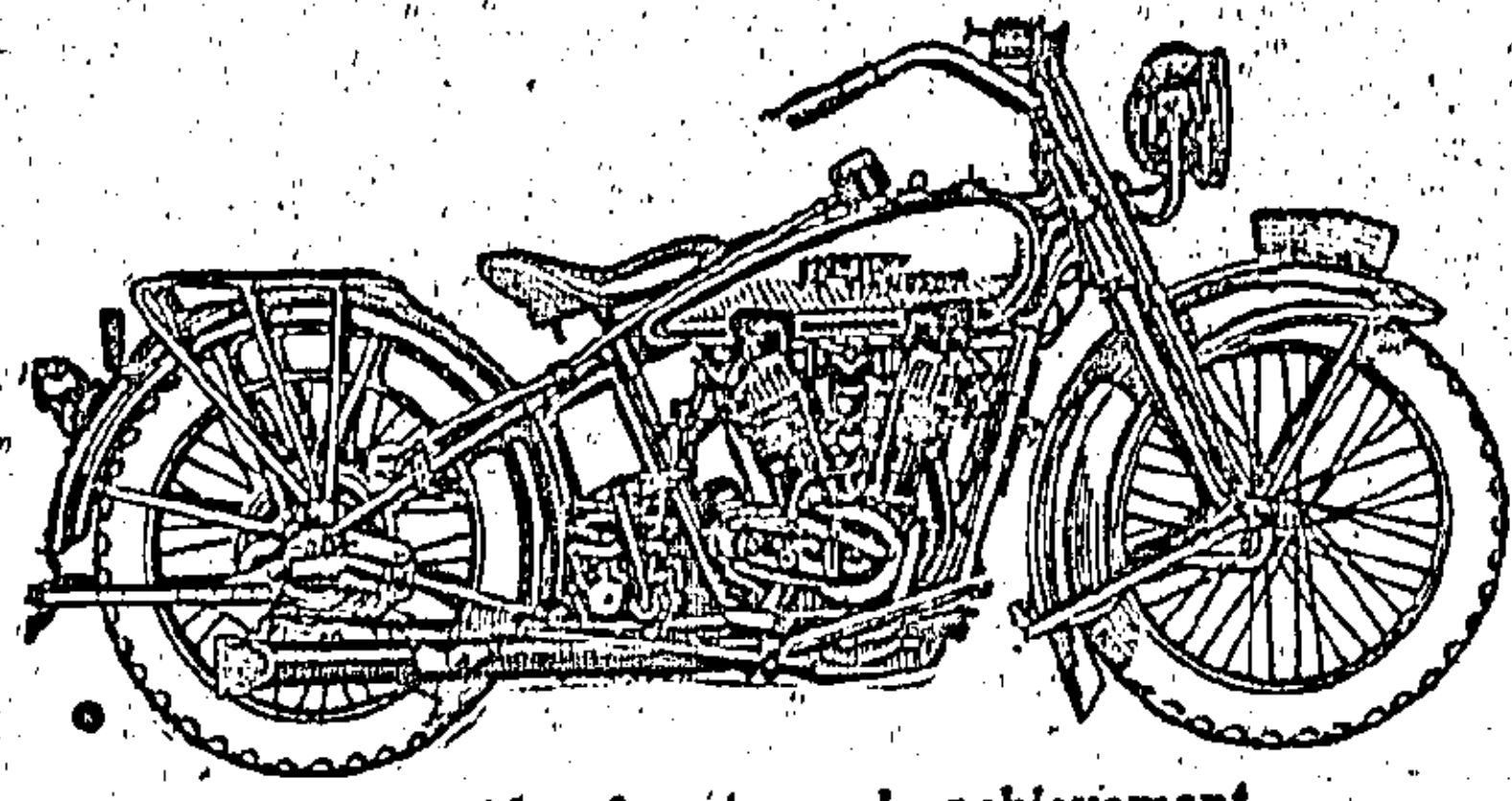
33, Wong Nei Chung Road, Happy Valley.



A Body for Every Line of Business



## THAT'S IT—THE 1925 HARLEY



The pride of motorcycle achievement.  
A new machine at a new price.

Model 61—Standard equipped with magneto, presto-light, lamp, luggage carrier, pump, tools horn, and speedometer, ready for the road.....\$775.00  
Model 74—Standard equipped same as above.....\$825.00  
Model 61—Electric. Ready for the road.....\$825.00  
Model 74—Electric. Ready for the road.....\$875.00  
Sidecar, Single passenger.....\$240.00  
Sidecar, Double passenger.....\$300.00

ASK ME TO POINT THE 27 NEW IMPROVEMENTS.

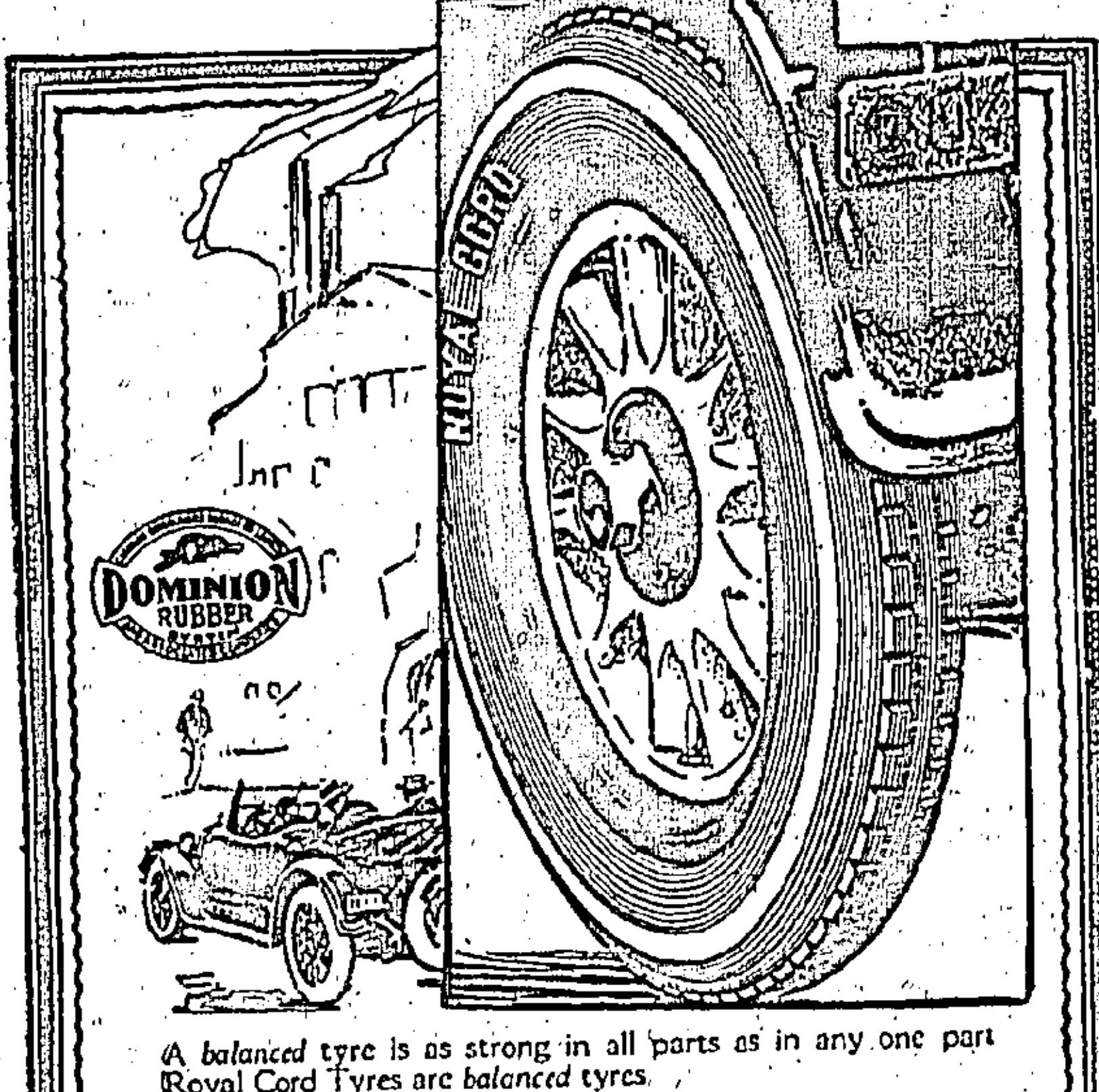
## GASCON'S MOTOR HOSPITAL.

2, Kwong Wah Road (opposite the Steam Laundry) Kowloon. Phone K. 1242.  
Note:—Don't let the cost trouble you if you cannot afford to pay cash, come in and see me to arrange payment by instalments, easy and within reach of everybody who is craving for real life in the open this Summer.  
So don't wait until To-morrow for it may be too late, only a limited number of machines will soon arrive as first shipment. Come and let me have your name. First come first served.

A. GASCON.

AGENT FOR THE NEW 1925 HARLEY DAVIDSON.

## TYRES



A balanced tyre is as strong in all parts as in any one part.  
Royal Cord Tyres are balanced tyres.

United States Rubber Co. (S.A.) Ltd.

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### A Dominion Tyre

FULL RANGE OF  
MOTOR CAR TYRES,  
BALLOON TYPE TYRES,  
INNER TUBES.

HELD BY  
**W. R. LOXLEY & CO.**  
SOLE DISTRIBUTORS  
TELEPHONE CENTRAL 2284.

## HONGKONG'S MOTOR ROADS.

More Than Doubled in Ten Years.

OVER 160 MILES NOW IN USE.

If there is one thing more than another of which the Colony of Hongkong can be justly proud it is its fine stretches of motor roads. To-day, there are over 160 miles of such thoroughfares in the Colony, which is more than twice the mileage of which we boasted ten years ago. That is a remarkable figure when we realise the huge engineering difficulties which have had to be surmounted in constructing these highways.

Seeking actual statistics from the Public Works Department, we have been courteously informed by the Hon. Mr. Harold T. Creasy, the Director of this big Government department, that at the present time there are 72 miles of completed motor roads on the island, and a further 90 miles on the mainland. In addition, there are now some 12 miles of road under construction.

Taking the roads actually in use, we find that the total of 162 miles compares with 80 miles in 1915 and 75 miles in 1905. In other words, whilst only five miles of motor thoroughfares were added during the ten years from 1905 to 1915, no fewer than 82 miles were constructed in the subsequent decade.

It is naturally on the mainland, where there is more open country, that most of our motor roads are located, but it will probably come as a surprise to the general public to learn that the island is only 18 miles behind in mileage. When we pause for a moment and consider that it was not so many

years ago that motoring was practically an impossibility on the island, and that when motors first made their appearance here there was something of an outcry against their use in the narrow streets, it will be conceded that wonders have been accomplished in constructing a network of fine, wide highways totalling no less than 72 miles.

The programme of road construction which the Government has consistently followed for some years past is fully appreciated by motorists and the public in general. The opening up of the Colony's beauty spots to the motor car has done an inestimable amount of good in making it possible for residents and visitors to see what Hongkong really is from a scenic point of view, and the benefits which have resulted to the public health from being able to enjoy out-of-door trips along these fine roads cannot be over-stated.

A word of credit is due here to the Public Works Department, and especially to Mr. H. E. Goldsmith, the Colony's road construction expert, for the laying out of the fine roads of which we justly boast. Much time, thought and money has been spent on our motor highways in an endeavour to provide the very best type, such as are suitable to our peculiar climatic conditions. The result is a really magnificent series of thoroughfares, which are the pride of residents of the Colony and the subject of universal admiration by those who visit our shores.

## PHILIPPINES MOTORING.

## Competition with Railways.

One of the problems which is inevitably arising all over the world—it must even come to this Colony—is the competition between railway and motor services.

In view of the disastrous effects which motor transportation competition has had upon the business of the Manila Railroad, recommendation for the abandonment of new road projects parallel to existing railroad lines in the island will probably be made to the Philippine legislature, it is understood from authoritative sources, reports the *Manila Bulletin*.

Further construction of new roads where there is already a satisfactory and adequate transportation service such as is offered by the Manila Railroads means waste of public funds, it is declared. With the considerable increase in the mileage of insular and provincial roads, an increasing amount of funds will always be necessary for proper maintenance and reconstruction of existing roads and what might be saved from abandonment of unnecessary road projects could well be devoted to that end, it is indicated.

AUXILIARIES SUGGESTED.  
Instead of new roads parallel to the railroad lines, feeder roads ought to be constructed by the government so that there may be a profitable business for both railroad and motor transportation companies. In many places along the existing railroad lines there are no such feeder roads and producers in the interior often meet with difficulty in reaching

the facilities of transportation offered by the railroad. With radiating highways at important points along the main railroad lines and at terminals, production would be greatly encouraged and shipment of local produce to larger markets made easy and cheap for the farmer.

In this connection General Manager Jose Paez declared in his annual report:

"There should be no insurmountable obstacle to the functioning of the two methods of transportation (motor and railroad) in a reciprocally beneficial instead of a highly competitive manner. The attainment of this goal can be fostered by intelligent legislation and regulations, taking into consideration the legitimate spheres of usefulness of both railroad and truck lines."

In connection with the development of the island's transportation system, it was pointed out recently that new road facilities have brought closer productive regions to the Manila market and those now projected will accord the same benefit to other areas soon. The new road to the Cagayan valley within reach of Manila by motor in half a day's time, which means considerable improvement upon the shipping time of four or five days. Upon completion of certain spans of the Cagayan valley road, Tuguegarao, the northernmost provincial capital in the valley, will be only 15 hours' motoring time from Manila, it is declared.

On the other hand, the completion of the Aringay-Damortis road in Pangasinan will cut the time from Manila to the Hocos provinces by motor by eliminating the now indispensable climb upon the Panguet road and through Baguio.

## TRAFFIC REGULATIONS PARODIED.

(BY STAN HILL.)



Don't run with your exhaust open.

## DRIVE IN

To Hongkong's First Filling Station  
Texaco Gasoline, Oils and Greases  
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR ——— Phone K.226.

For General Service and Promptitude.

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Nathan Road, Kowloon.

We have a large stock of 6 and 12-volt batteries for the following AND many other cars:

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We will promptly build you a battery from our large stock of Columbia battery parts and to your precise requirements, provided we do not have in stock the exact battery you need.

**Columbia**  
Storage Batteries

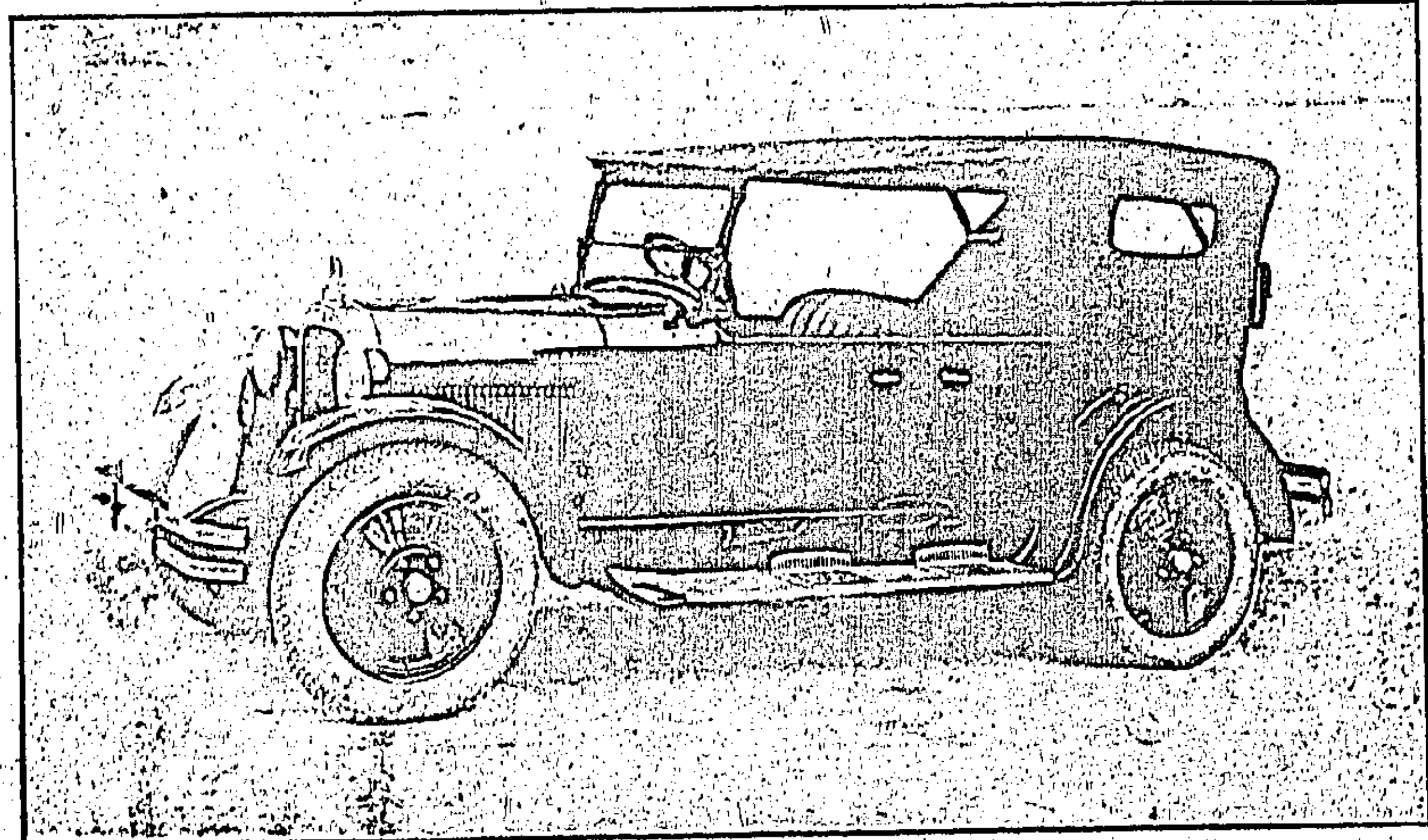
YOUR NEXT BATTERY SHOULD BE A COLUMBIA!

**The Dragon Motor Car Co., Ltd.**

Expert and Constant European Supervision.

Telephone Central 1246 or 1257.....A. J. Allison, Service Manager.

## A TOURING CAR WHICH EMBODIES ECONOMY, LUXURY AND RELIABILITY.



The policy of maintaining a standard model has made Dodge Brothers motor car famous all over the world. The price is surprisingly moderate when the general excellence is taken into account, but this is understandable when it is remembered that money is not expended in experimenting with new yearly models. The factory slogan seems to be "once a Dodge, always a Dodge." This also appears to apply to owners.

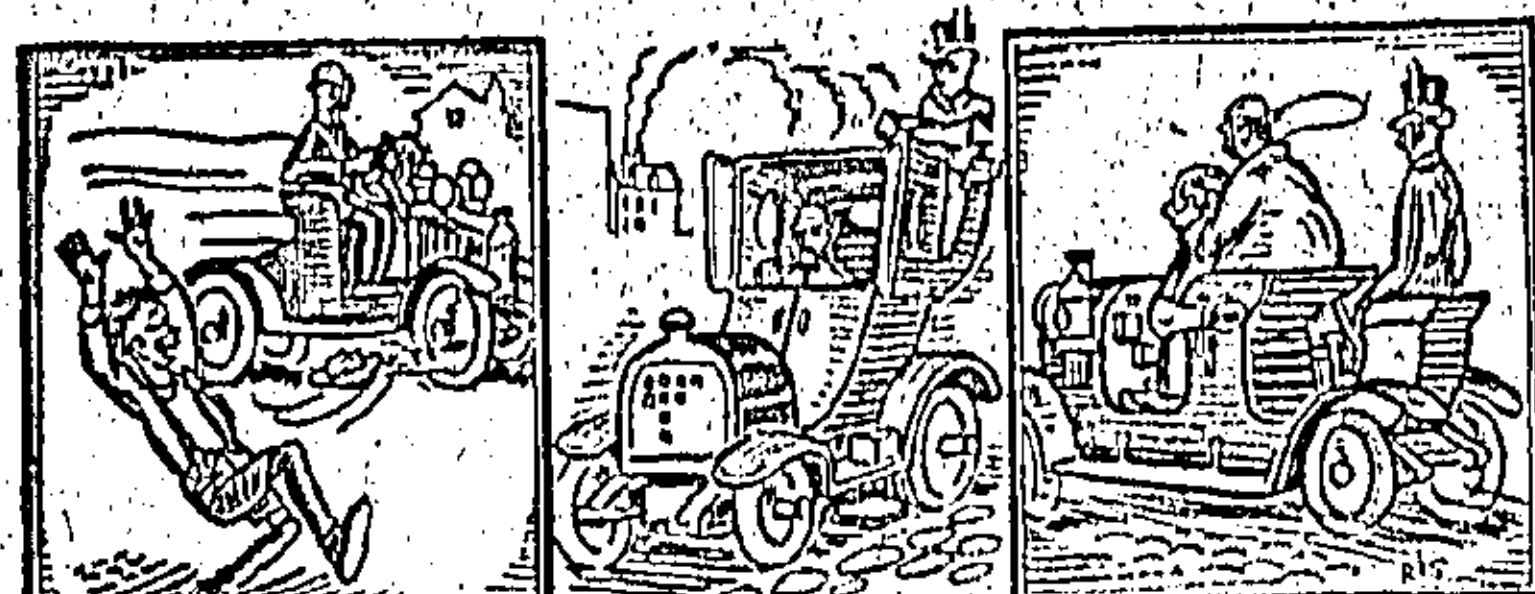
## FLAPPER FANNY says



More than one lovely motorist would drive you to distraction.



## LIGHT MIXTURE.



Everything all Right.—Bumping into a pedestrian, a tourist slightly dented a fender.

Instantly stopping the car, the occupant climbed out and proceeded to examine the machine with deep concern. He then turned to the pedestrian and asked: "Are you insured?"

"Yes."  
"Good. So is the car."—*Louisville Courier-Journal.*

Fable of the Unusual Cop.—Once there was a traffic cop who was kind and considerate and who never failed, when the engine died on the street, to come over and say, "That's too bad. But don't get excited. Take your time getting her out. The people behind don't mind."

The copper died from being kissed so much by motorists.—*Motor Age.*

Civilization Slipping.—A Chicago taxidriver reported that a young woman held him up with a pearl-handled revolver and stole \$34.80, his day's takings. Is there no honour among high-waymen?—*The Passing Show (London).*

Too Great a Risk.—Life Insurance Agent—"One moment, sir, before I fill in your application. What make of car do you drive?"

Client—"I don't drive any—I hate them!"

Life Insurance Agent—"Sorry, but our company no longer insures pedestrians!"—*The Passing Show (London).*

Always Alert.—On a Kentish country road a motor-car left the highway and dashed into a copse. It is presumed that the highly trained machine scented a brace of pedestrians lurking in the undergrowth.—*London Opinion.*

Much in Demand.—Smithers—"Mabel drives her car, so does her dad, aunt, mother, and two brothers."

Withers—"Who has it most of the time?"  
Smithers—"The garage man."—*Princeton Tiger.*

We sometimes think, after reading the accident lists, that our citizens are divided into two classes, the careless and the careless.—*Boston Transcript.*

Sole Passenger: "Your 'bus is light this morning."  
Cookney Conductor: "Yus! But only 'alf a minute, sir."—*Et.*

"Every body should learn to drive a car." Starting with those who do.—*Belleville Intelligencer.*

Chivalry may have overdone the thing at times, but it didn't in front of the house and honk.—*Brookville Recorder and Times.*

Nature is wonderful, but she makes few heads as hard as windshields.—*Kingston British Whig.*

Let poets sing their lilting song,  
And gaily smite their lyre,  
Give me the man who whistles while  
He's putting on a tyre.  
—*Mount Union Dynamo.*

It is said automobiles of the future will weigh only one hundred pounds! This will give the average pedestrian better than an even break.—*Toronto Star.*

Say it with brakes and save the flowers.—*Winnipeg Free Press.*

Preacher: "Sorry, but I'll have to return this second-hand car I bought."

Auto Agent: "What's the matter with it?"

Preacher: "Well, I don't want to say—but I can't keep it and stay in the ministry."—*American Legion Weekly.*

Ethyl gas is said to give increased mileage and take the knee out of motor-car engines.

Ethyl, meet Lizzie.—*Niagara Falls Review.*

In these days of dashing automobiles this form of conversation is appropriate:

"How are you to-day?"  
"Oh, all right—so far."—*London Free Press.*

The police are searching for a wild-looking man who is hiding in a wood near Mold. As he has been seen to make a rush for a tree when anything approaches he is believed to be an escaped pedestrian.—*Montreal Star.*

At one of our big schools a pompous youngster whose father it was well known had been a motor bus driver before inheriting money, was one day fingering ostentatiously a large seal which he is in the habit of wearing, representing St. George and the Dragon, and, having drawn the attention of a school companion to it, remarked, carelessly,

"Ah, one of my ancestors is supposed to have killed the dragon, don't you know?"  
"Good gracious!" inquired the other, somewhat anxiously. "Did he run, over it?"

Farmer Giles had stopped to look in at the wayside inn. Driving a pig to market is thirsty work, especially if the pig is inclined to be at all fractious, and the farmer felt badly in need of refreshment. He was just making a start on his second pint when an excited youngster rushed in from the road outside.

"Is that your pork out there on the road, guv'nor?" he inquired.  
"Pork! What d'ye mean? There's my pig out there, if that's what you mean," replied Farmer Giles.

"Yes," said the boy knowingly. "But a motorcar has just gone by!"

Mr. Rowe denies the rumour that he has engaged a London taxidriver to come to Hongkong to teach local taxi drivers English.

The only time some folk are in a hurry is when they happen to be in a hired motor.

The perils of the Peak pedestrians are chiefly motors and muscles.

The light car is in greater demand now, says a London newspaper. Motorists are at last becoming more considerate for pedestrians.

The other day a Kowloon man caught a bus and was uninjured. All the same, it's a dangerous practice.

One of the things we may yet see—a Hongkong policeman holding up a motor car to allow pedestrians to cross the street.

You can't drive a car on hot air alone.

Be careful of dangerous curves. Many a driver has had a smash-up because he had an arm around one.

## ROUGH GOING.



The above photo shows rough travelling near Kirin in the Northern Province.

## "FIVE LITTLE JOWETT CARS."

Novel Tributes to a Popular British Miniature Motor Car.

Evidence in many forms is continually put forward in support of manufacturers' claims that their particular cars represent the last word in luxury, economy, or some other attribute likely to attract the prospective buyer.

The closer the evidence can be linked with the personality of the owner, the more effective it becomes. The following examples of evidence of this description are probably unique in character, and concern a car which appears to possess a happy knack of compelling this sort of testimony from a large proportion of its users.

Sent to Jowett Cars, Ltd., by a number of enthusiastic owners in a little Sussex village, where there is not even an agent for the car, it forms a very valuable indication of the regard in which the car is held.

"One little Jowett car, very smart and blue."

"A neighbour had a joy-ride, and then there were two."

"Two little Jowett cars, 40 m.p.g."

Another fellow heard of it, and then there were three.

"Three little Jowett cars outside the village store."

The merchant asked some questions, and then there were four.

"Four little Jowett cars, beautiful to drive."

A lady asked to handle one, and then there were five.

"Five little Jowett cars, where but one had been."

If we go on this way, there'll soon be umpteen."

This spirit of interest and enthusiasm is also evidenced by the fact that two social clubs, consisting of owners of these cars, have been flourishing for quite a long time, and they are the only clubs of their nature in existence. One has its headquarters in London, and the other in Bradford.

This spirit of camaraderie is evidenced in other directions. For instance, the majority of Jowett car owners "move to" or salute one another when passing on the road. The salutation seems to take the form of an implied, "How do you do, I see your judgment is right, old man; yours is a Jowett, so is mine."

One is justified in asking if it is possible for a manufacturer to build this characteristic into his product. The firm would probably say, "Decidedly, yes!" The writer is inclined to think, however, that it is due to a happy combination of circumstances largely attributable to the success of the design as a whole, and its distinctive appeal to the motorist of moderate means.

Again, the firm would say, "We made it so." However, this is not for us to decide. Suffice it to know that such a happy state of affairs does exist, as the following goes further to prove. Overseas readers are aware of the extraordinary nonchalance displayed by the average native once he becomes accustomed to the new machines of the white man, and his discernment often amazes us. He appreciates a good thing, and affectionately christens it with a phrase, in his own tongue, expressive of his own opinion, with a celerity that is wonderful. Thus the natives of Hassan in the State of Mysore, Southern India, have taken a liking to the little Jowett car because of its capacity to negotiate the difficult roads of the district at a speed rarely attained by other cars, and it is now known throughout that province as "Jildi-Jow," which means, "Go quickly."

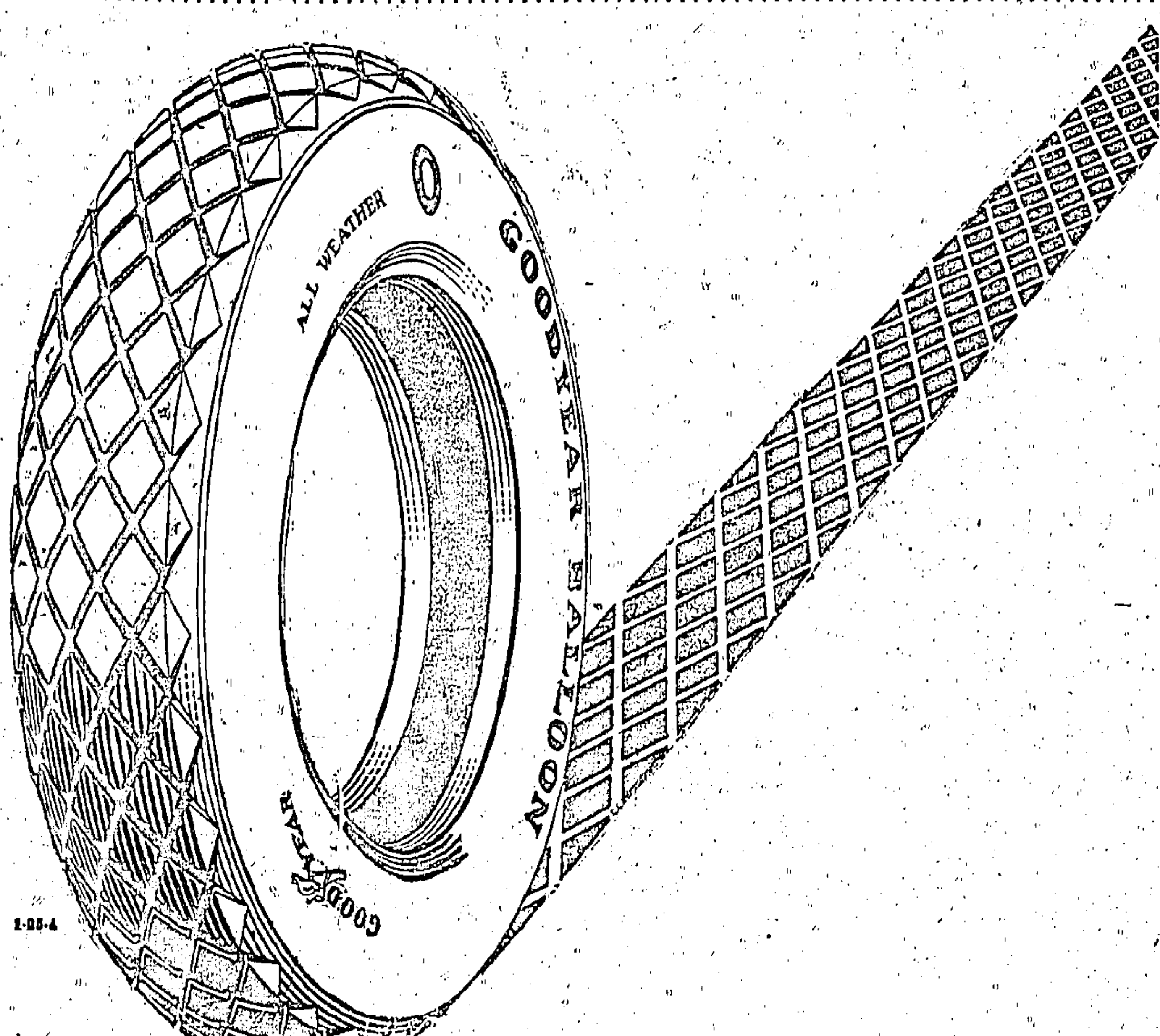
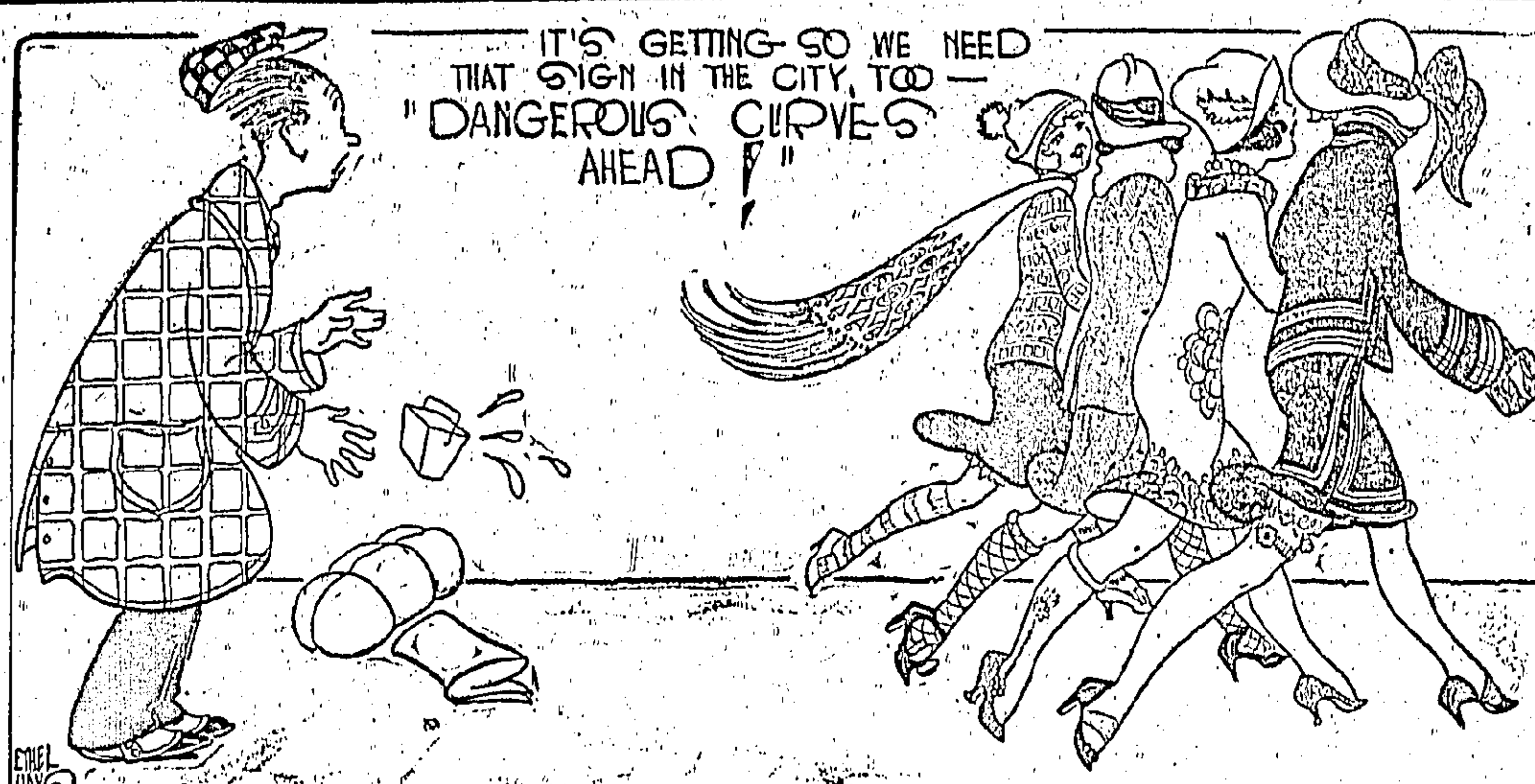
To sum up our remarks, such enthusiasm can only be engendered in minds so diverse as those indicated, by a car of real character.

Its apt slogan is now known throughout the world, for who has not heard of the "Little Engine with the Big Pull"?

## GOOD ROADS SAVE.

A study made by the Iowa State College shows the difference in cost of maintaining earth and improved roads. The former requires an annual cost of \$25.600 a mile for each 500 cars, while the good roads cost £20,650 a mile for the same number of cars.

## THERE ARE CURVES—AND CURVES!

SOMETHING NEW IN TYRE MATERIALS  
"SUPERTWIST"—A GOODYEAR CONTRIBUTION

Cords, not rubber, is the material which gives motor car tyres their strength.

Recognising this fact, Goodyear started experimentation to improve cord material.

Success attended the work and out of the endeavour emerged the remarkable new cord material called "Supertwist."

"Supertwist" is a balanced cord material, of great endurance and of much greater elasticity.

"Supertwist" is unmistakably an impressive advance in tyre construction.

Its superiority takes on added significance by reason of the strong tendency now toward thin-wall low-pressure tyre building.

Certainly all tests made so far show that ply for ply it renders a tyre body incomparably serviceable.

"Supertwist" is an exclusive Goodyear development. It is built into Goodyear Balloon Tyres of both types—to fit new small diameter wheels, or the wheels on the majority of cars now in use if with straight side or 30 x 3½ beaded edge rims.

Goodyear Means Good Wear

**GOODYEAR**  
BALLOON TYRES  
MADE IN CANADA

DISTRIBUTORS

**Alex. Ross & Co., (China) Ltd.**

BANK OF CHINA BUILDING

HONGKONG.





## KEEP UP WITH TIME

If you are thinking of purchasing a car The Hongkong Hotel Garage  
offers you your choice of the following famous types—

ROLLS---ROYCE

ARROL JOHNSTON---ARMSTRONG SIDDELEY

MORRIS OXFORD --- MORRIS COWLEY

CADILLAC --- STUDEBAKER

THORNYCROFT COMMERCIAL VEHICLES

MATCHLESS MOTOR CYCLES

PRESTOLITE---BATTERIES

PRESSUREELASTIC---TUBES

ACME PAINTS---TIMKIN ROLLER BEARINGS  
A COMPREHENSIVE RANGE OF MOTOR ACCESSORIES

WE EMPLOY EXPERT MECHANICS WHO ARE ALWAYS  
AT YOUR SERVICE

NEW GARAGE

AND

SERVICE STATION

WILL BE OPENED NEXT MONTH AT THE  
FOOT OF STUBBS ROAD.

ACCOMMODATION FOR 150 CARS.

THE MOST UP-TO-DATE WORKSHOPS IN SOUTH CHINA.

No matter what your enquiry may be, whether  
for a new car---or for overhauling the car you  
have---send it to The Hongkong Hotel Garage.

PARTICULARS OF  
THE ABOVE UPON  
APPLICATION.

TELEPHONE

Motor Showroom .... C. 4759.  
Workshops & Garage...C. 659.

OUTPORT ENQUIRIES  
RECEIVE SPECIAL  
ATTENTION.

THE HONGKONG & SHANGHAI HOTELS, LTD.





## GENERAL MANGIN.



Reuter recently announced the death of General Mangin, who became prominent as one of France's principal commanders in the late war.

## CORRESPONDENCE

(To the Editor of the "Hongkong Telegraph.")

## Local Funerals.

Sir,—Since writing you a letter recently on the needless waste of money at local funerals to enrich flower-sellers at Wyndham Street, I have received a copy of the rules of a fund which exists under the Portuguese Mutual Aid Society, to which body I made a reference in my letter.

It may interest the public to know that this excellent Society is based on an entrance fee of \$1, followed by a yearly fee of \$1 and a call of fifty cents on contributors on the death of a fellow-contributor. As to the benefits received, on the death of a contributor a payment of \$100 is immediately made to the wife or dependents or next-of-kin of the deceased, whilst widows, orphans or dependents of the deceased get the cost of the funeral paid.

This looks to me a very sensible arrangement, and it is far better than wasting money on flowers.

Yours etc.

NATIONAL.  
Hongkong, 15th May, 1923.

## EUROPEAN SUMMONED.

## INCIDENT AT TAIPO STATION.

Mr. T. H. G. Brayfield, of the firm of Messrs. Carmichael and Clarke, naval architects and marine surveyors, who resides at Taiipo, appeared at the Central Magistracy yesterday to answer a summons taken out by Mr. J. G. Trevor, acting Traffic Superintendent of the Kowloon-Canton Railway, charging him with unlawfully using insulting words and behaviour towards Tsang Lun-sau, station master at Taiipo, whereby a breach of the peace might have been occasioned.

Mr. T. S. Whyte Smith assistant Crown Solicitor, appeared to prosecute, and Mr. F. G. Vaux represented the defendant. The case was heard by Mr. S. B. B. McBride.

From the evidence taken, it appears that the defendant is conducting a vigorous anti-malaria campaign at Taiipo, killing likely mosquito breeding places and clearing empty bottles and other litter from the shore.

It was alleged that he entered the Railway Station on the morning of April 25, carrying two empty beer bottles, asked the station-master why he had not ordered the railway coolies to remove the bottles from the shore, and also abused the station-master at the same time dashing the bottles down on the floor, where he left the broken pieces and went away. It was stated that strained relations had existed for some time, owing to Mr. Brayfield's anti-mosquito campaign.

Under cross-examination by Mr. Vaux, during which the Magistrate frequently interposed, the station-master denied that there had been any deliberate provocation on his part.

The Magistrate intimated that he might decide to have the defendant bound over, but a protest was lodged, and on Mr. Vaux further asking for time to consider other aspects of the case, the hearing was adjourned until Thursday next.

## SIGHT.

By the Rev. G. R. Lindsay, M. A.

Few will dispute the contention that of all God's gifts to men the beauty of God's wonderful second only to that of the mind, comes the gift of sight. A blind man moves the hardest heart to pity. The blind are robbed of so much that makes life interesting and joyful. They are made to be dependent on others in those very things in which we love our independence. The pathos of blindness never struck one so forcibly as on the occasion of one's first visit to the Church Missionary Blind Home in Kowloon City when we heard the sightless girls singing.

"When by His grace I shall look on His Face

That will be glory for me." We are told that the blind are usually compensated by the strengthening of other faculties, the power of feeling, for example, being greatly quickened. Many a really remarkable way over their disability and have achieved distinction in literature, music, handicraft and in the service of the State. But when all this has been said and every compensating element mentioned, the fact

remains that to be shut out from the beauty of God's wonderful world, to be deprived of the joy-bringing smile of a little child and the loveliness of a good face, constitutes an affliction we would shun ourselves and from which to save our dearest we would go all lengths of sacrifice.

Great, however, as is the blessing of physical sight, it is admittedly partial, limited, and one that gradually weakens. Mental and spiritual sight far transcend it. The Bible has much to say about this deeper way of seeing. It speaks of singleness as blindness and urges men to have their eyes anointed that they may see. We often use the term vision to denote this kind of sight which is dependent on training, knowledge, and still more upon purity of heart. Spiritual vision comes as a gift direct from God. Better far to be blind than to be unable to see. The man who is bounded by a material horizon is of all men most miserable. The cry of Jericho road long ago might be made ours, "Lord, that I may receive my sight."

## EARLIER TELEGRAMS.

## SOVIET POLICY.

Moscow, May 15.

Reviewing the foreign situation at the Soviet Congress, M. Chicherin foreshadowed no new development. He had no use for the Arms Conference at Geneva, which aimed at strengthening the means whereby the powerful nations dominated the feeble, but was willing to participate in League commissions treating with technical and humanitarian objects, also limitation of armaments. He asserted that the creation of solid relations with Poland occupied the principal place in the Soviet world policy.—Reuter.

M. Chicherin reiterated that the Soviet was ready to negotiate with Britain and to assume all the obligations resulting from international relations. Should the British Government point out that Soviet was misusing its diplomatic rights and that certain officials and persons were violating international engagements, the Soviet would do everything that might be demanded of it, but if the British Government required the Soviet to stop all propaganda work in the Soviet Union, that meant that the communist party must cease to be communist. Nobody would ever succeed in bringing that about. The Soviet desired to regulate with France not only question of Tsarist debts, the solution of which he considered more possible than others thought, but also political questions. It was ready to negotiate with France in regard to mutual claims.—Reuter.

## FRANCE IN MOROCCO.

Paris, May 15.

According to a communique from Rabat the French losses consequent on dislodging the tribesmen from the Bibane range yesterday were small. General Colombat's column continues cleaning up the Bibane region. General Freydenburg's column is advancing westward.

In the sharp engagement the Moors lost heavily. The French captured prisoners and war material.

The newspapers are rejoicing at the successes in Morocco and mention that the French aeroplanes which played havoc among the tribesmen were of a large new type. The bombs were made during the Great War but the armistice prevented their being utilised.

The tribesmen retreating from the heights of Bibane were threatened with envelopment and obliged to march through the ravines where they were an easy target for the aeroplanes. The newspapers state that large reinforcements will be drawn from all garrisons in France shortly for Morocco, also a number of ambulance aeroplanes.—Reuter.

## SYNTHETIC OPIUM.

New York, May 15.

Herman Metmetz, the chemical manufacturer, is offering a prize of \$100,000 for the invention of a process for producing synthetic opium at a price low enough to wipe out poppy growing in India and China.—Reuter's American Service.

## ARGENTINE GOLD EXPORTS.

London, May 15.

In reference to the Buenos Aires decree, enquiries show that it refers merely to gold held in banks amounting only to £2,750,000 and not the gold reserve in the conversion office which remains closed.—Reuter.

[The former message stated that a decree had been issued permitting the export of gold, from June 10.]

## COTTON RESTRICTION.

New York, May 15.

A meeting of the National Council of American Cotton Manufacturers has passed a resolution in favour of curtailment of production as the only prompt remedy for the present condition of the cotton industry.—Reuter's American Service.

## DAY BY DAY.

Lieut. Col. C. M. Stephen, C.M.G., has left for North China on inspection duty.

The master of the Silicia states that a Jasear seaman fell overboard a few days ago and was drowned.

## STEAMERS COLLIDE.

DAMAGE NOT SERIOUS.

A day out from Lunkao on her way to this Colony, the China Merchants Steam Navigation Company's Hein Chang came into collision with the s.s. Fausang. A thick fog prevailed at the time and both vessels appear to have been going at a slow pace. The Fausang is said to be the more seriously damaged, but the master of the Hein Chang states that she required no assistance, and both vessels proceeded on their way.

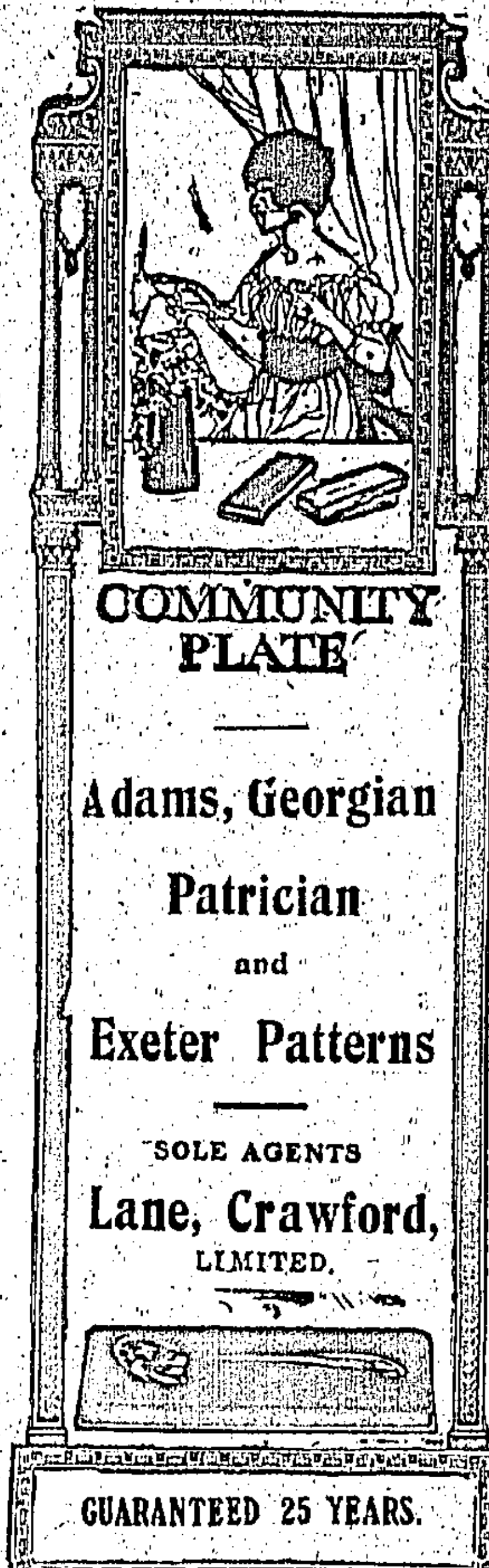
The collision occurred in Latitude 37.162° N., Longitude 122.46° E.

## LANE, CRAWFORD, LTD.

NEW SHIPMENT  
OF  
COMMUNITY  
PLATE

## JUST ARRIVED.

ICE CREAM SPOONS  
ICE D. DRINK  
INDIVIDUAL SALAD FORKS  
PASTRY FORK  
BOUILLON SPOONS  
TOMATO SERVERS  
PRESERVE SPOONS  
BERRY  
EGG  
COFFEE  
5 O'CLOCK TEA  
TEA  
SOUP  
DESSERT  
TABLE  
CHEESE SCOOPS  
BUTTER SPREADERS  
BUTTER KNIVES  
FRUIT KNIVES  
FRUIT FORKS  
FISH KNIVES  
FISH FORKS  
TABLE  
OLIVE  
COLD MEAT OR HAM  
FORKS, ETC., ETC.



Adams, Georgian  
Patrician  
and  
Exeter Patterns

SOLE AGENTS  
Lane, Crawford,  
LIMITED.

GUARANTEED 25 YEARS.

## DON'T RISK RUIN

The recent Fire on the Peak is yet another reminder that the devastating hand of fire may swoop down at any moment and snatch away your possessions unless you are adequately safeguarded. Especially on the Peak should precaution be taken, because should the demon Fire visit you, the inaccessibility of your home prevents aid reaching you in time. You will not have cause to worry however if you wisely install—

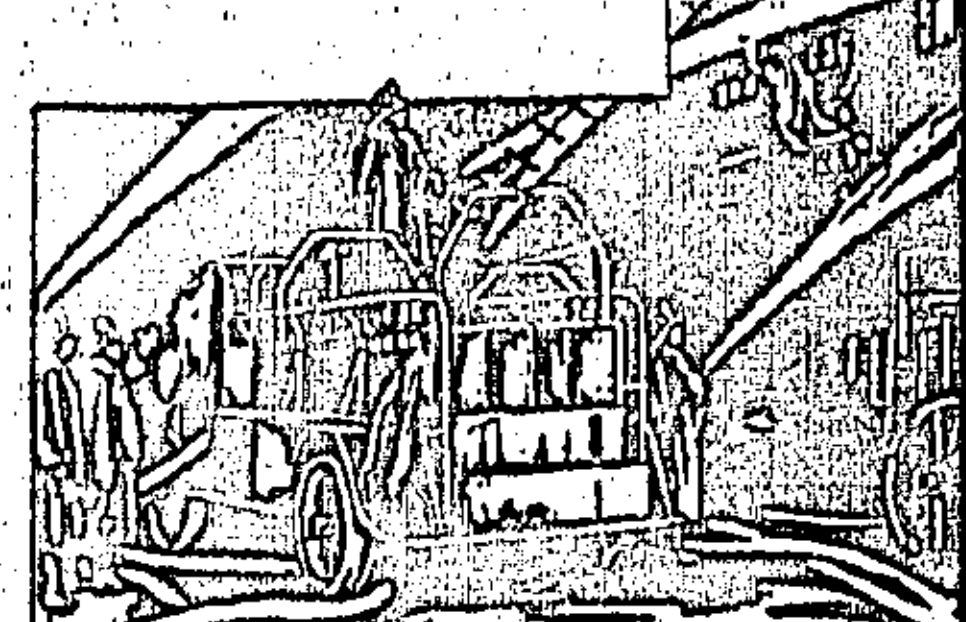
## FOAMITE—FIREFOAM

Full Particulars from—

THE UNITED  
ASBESTOS  
ORIENTAL  
AGENCY LTD.

2, Queen's Bldgs.

Tel. C. 236.



## PICNICS

The Picnic Season is already on and well advised people who want to make their picnic a success come to us. They know we always carry a wide stock of so many different dainty delicacies together with the best wines and liquors. A picnic basket is complete and perfect when made by

## MAGASIN GENERAL,

THE CORNER SHOP,

Phone 3312

Beaconsfield Arcade.

## RUSH OF HANDSOME MEN.

## Battle For Marshal's Post.

Handsomeness by the score have been submitting their good looks to the responsible officials of the City Corporation in the hope of being appointed London's City Marshal.

"At least 30 handsome men have been to see me personally in the hope that I can help them to secure the appointment," said one official.

"Most of them are ex-officers and all have the necessary qualification of being good horsemen."

"Men in the prime of life, of

course, stand the best chance of becoming City Marshal.

"A horse is provided for the Marshal, and is not charged to his salary of about £400. His principal duty is to ride before the Lord Mayor's coach when he goes to the Guildhall, to the Central Criminal Court or to State functions in the City.

"The Marshal is also an official of the Mansion House Justice Room. He has to bring to the Lord Mayor affidavits and declarations for signature.

"He has two uniforms, a dark blue one for ordinary occasions and a scarlet one for State occasions."

No Corporation official remembers a City Marshal having been thrown during the performance of his stately duty.

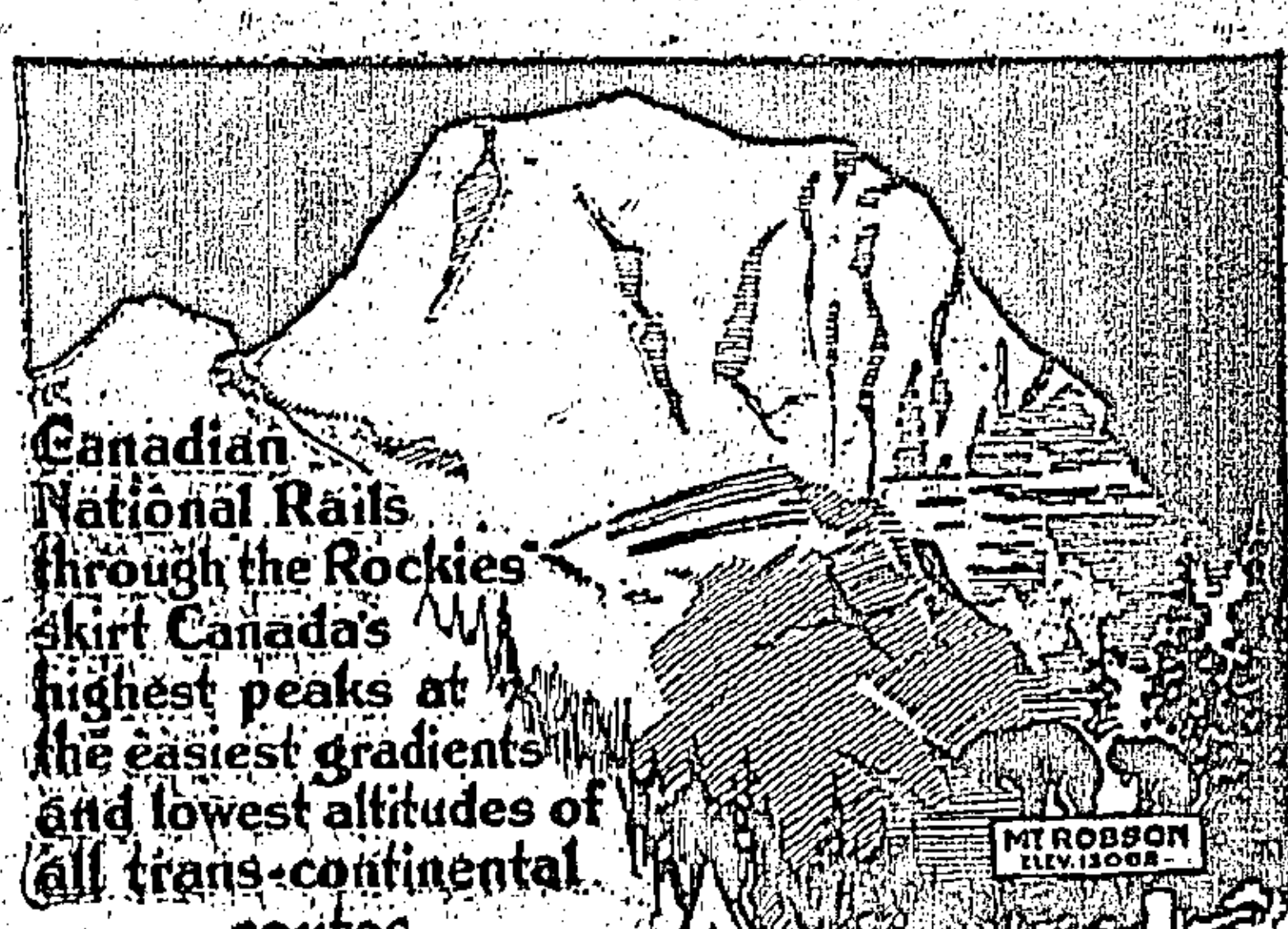
Wm. Powell Ltd  
Telephone C. 3146.

## "Now that Summer has Come"



Now that the weather has proved that Summer has "definitely arrived", there comes the necessity for lighter and brighter wear. The opportunity of the season is provided at Powell's. Here you can replenish from the latest stock at prices which bear comparison.

What could be nicer for your Summer Frock than Cotton Voile, either ready made, or chosen from a range of up-to-date patterns in The Cotton Dress Material Department.



Canadian National Railways through the Rockies skirt Canada's highest peaks at the easiest gradients and lowest altitudes of all trans-continental routes

## STOP OVER IN CANADA ON YOUR TRIP HOME.

The New Route via CANADIAN NATIONAL RAILWAYS permits passengers to break their journey and visit Mountain Resorts also Niagara Falls. Daily Trains from Vancouver to Montreal. Bookings to Europe arranged on all lines. Illustrated booklets and all information supplied on application.

Asiatic Bldg. C.N.R. Phone C 2004.  
Queen's Rd. C.

## LET'S GO TO THE STAR!

## GAS LIGHTING

FOR HEATING  
FOR COOKING

We carry large stocks of gas apparatus of every description and invite you to inspect them at Lane, Crawford's, main store or at our West Point Show Room.

HONGKONG  
AND  
CHINA GAS  
COMPANY, LIMITED.



This picture was taken just prior to the distribution of prizes at the St. Joseph's College boarders' sports. (Photo: Ming Yuen).



# FOX TROT BROADCASTED THROUGHOUT THE WORLD

## "THE FLAPPER WIFE"

This Fox Trot, which has inspired the most popular serial story of 1925, is at the present moment being broadcasted throughout the world—played by leading dance orchestras—published by newspapers. "The Hongkong Telegraph" holds the rights for release in Hongkong. It will be first heard at the Grill Room of the Hongkong Hotel at a Special Dinner Dance on SATURDAY, May, 23rd.

### THE FLAPPER WIFE



("The Flapper Wife"—Special syndicate rights held by "The Hongkong Telegraph.")

### EVERY DAY A BARGAIN DAY



THE MEADOW BLEACH HANDKERCHIEFS.  
Mens White lawn handks. Fine quality.  
Hemstitched border. Soft finish. Remarkable  
Value. Size 18 1/4 inches square.  
STANDARD VALUE PRICE \$2.50, doz.



ONE OF WHITEAWAY'S  
STANDARD VALUES

#### THE "MAXIMO" TOWEL

MAXIMO TOWELS  
are made expressly for  
and are obtainable only  
from us. They are of  
best Manchester make  
of stout quality cotton  
and Turkish finish.  
Absorbent and excellent  
in wear. An excellent  
bathing towel.  
Size—51 by 28 inches.  
STANDARD VALUE  
PRICES

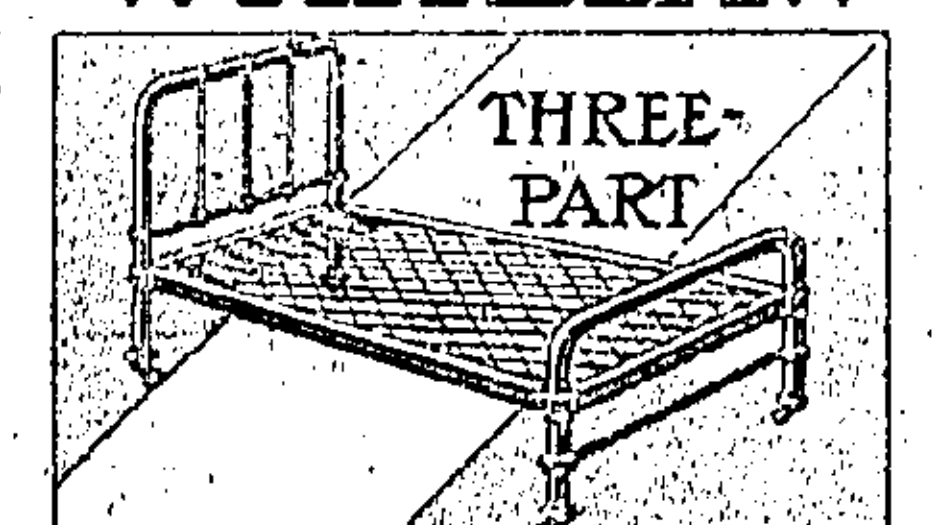
\$1.35 each.

MAXIMO BATH  
SHEETS are made in  
exactly the same way as  
the Towels. These  
Bath Sheets are the  
best value obtainable  
in the East To-day.  
Size—72 by 46 inches.  
STANDARD VALUE  
PRICES

\$3.50 each.

### WHITEAWAY LAIDLAW & CO LTD

#### THE "WHITELAW"



ONE OF WHITEAWAY'S STANDARD VALUES  
THE WHITELAW BEDSTEAD

This best value in 3 part bedsteads  
with spring mattress ever offered.  
Size 6 1/2 x 3 ft.  
STANDARD PRICE \$13.30 EACH



ONE OF WHITEAWAY'S STANDARD VALUES.

Contains 60 Sheets of fine Parchment  
Paper and 30 envelopes to match.  
White, Blue, or Violet.

STANDARD VALUE PRICE  
50 CENTS.

WHITEAWAY'S STANDARD VALUES  
represent the best possible value for  
the lowest price. This is made  
possible by the fact that by placing  
huge contracts for 44 Branches our  
London Office is able to obtain the  
very best prices from the makers,  
and this advantage we pass on to our  
Customers.

A FEW  
EXAMPLES  
OF  
WHITEAWAY'S  
STANDARD  
VALUES

#### SPECIAL DISPLAY

NEW

MILLINERY

AND

LADIES' DRESSES

ARRIVED

S. S. KALYAN

CALL AND INSPECT.



ONE OF WHITEAWAY'S  
STANDARD VALUES

THE "STANDARD"  
CASEMENT CLOTH  
for Curtains, Draperies, Cushions,  
etc., kept in all colours. 50 ins. wide.  
STANDARD VALUE PRICE  
\$1.00 yard.

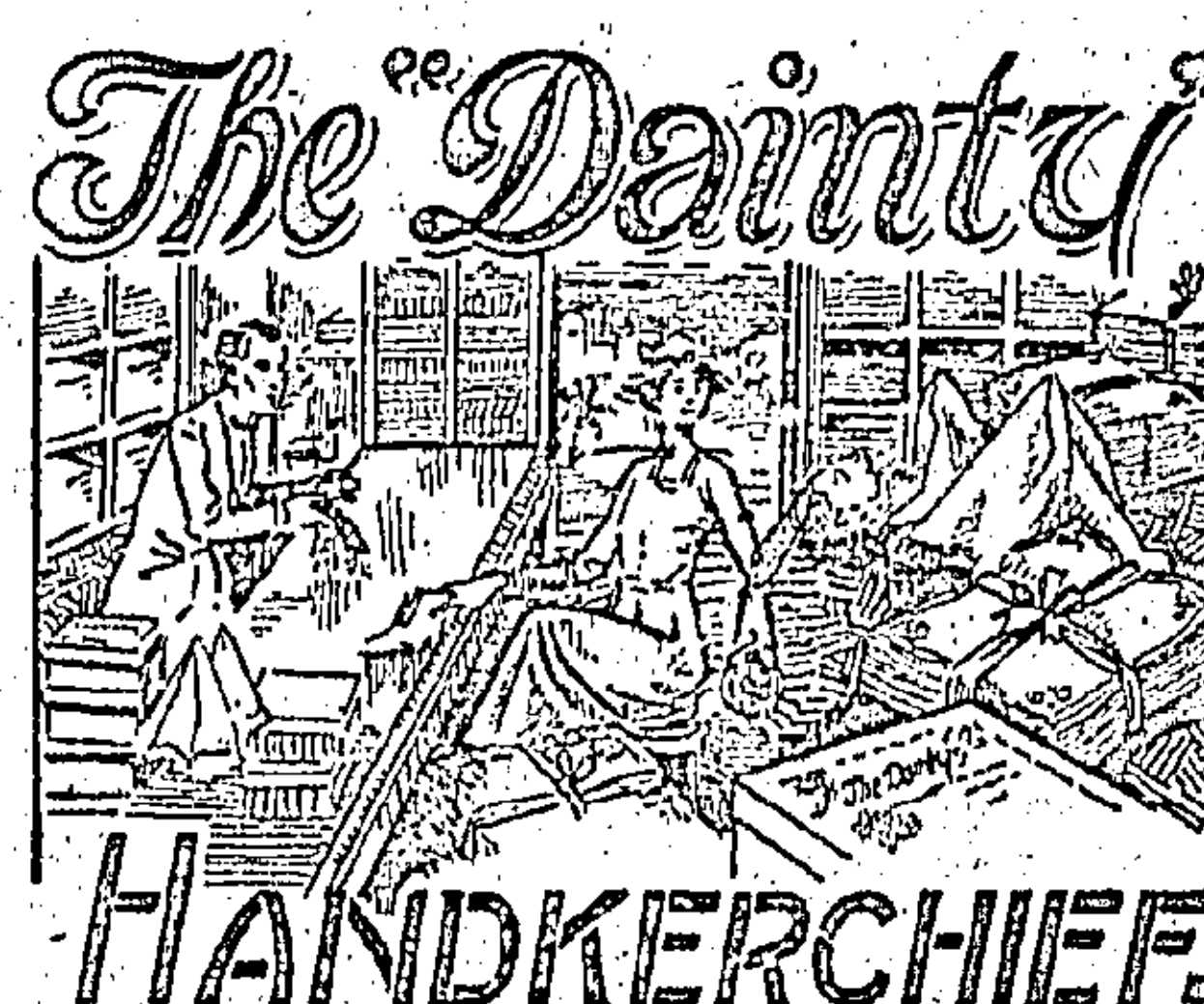


ONE OF WHITEAWAY'S STANDARD VALUES

THE WHITELAW  
BEDSPREAD.

Cool and Dainty for Summer use.  
White ground with different colored  
designs. Single Bed Size \$3.50.  
Better Qualities 7.50 to \$19.50.

### EVERY LINE A BARGAIN



THE "DAINTY"  
Handkerchief for Ladies. White lawn with  
hemstitched border; 12 1/4 in. square.

STANDARD  
PRICE \$1.00 DOZEN.

THE  
SEMI-TIRC  
TOWEL.

This towel  
is specially  
woven with  
terry on one  
side only  
and is much  
more absor-  
bent than  
the ordinary  
weave.

Size 38 by  
20 inches.

STANDARD  
VALUE  
PRICE

\$1.00  
pair.

ONE OF WHITEAWAY'S  
STANDARD VALUES.

THE  
SEMI-TIRC  
Towel

ONE OF WHITEAWAY'S  
STANDARD VALUES.

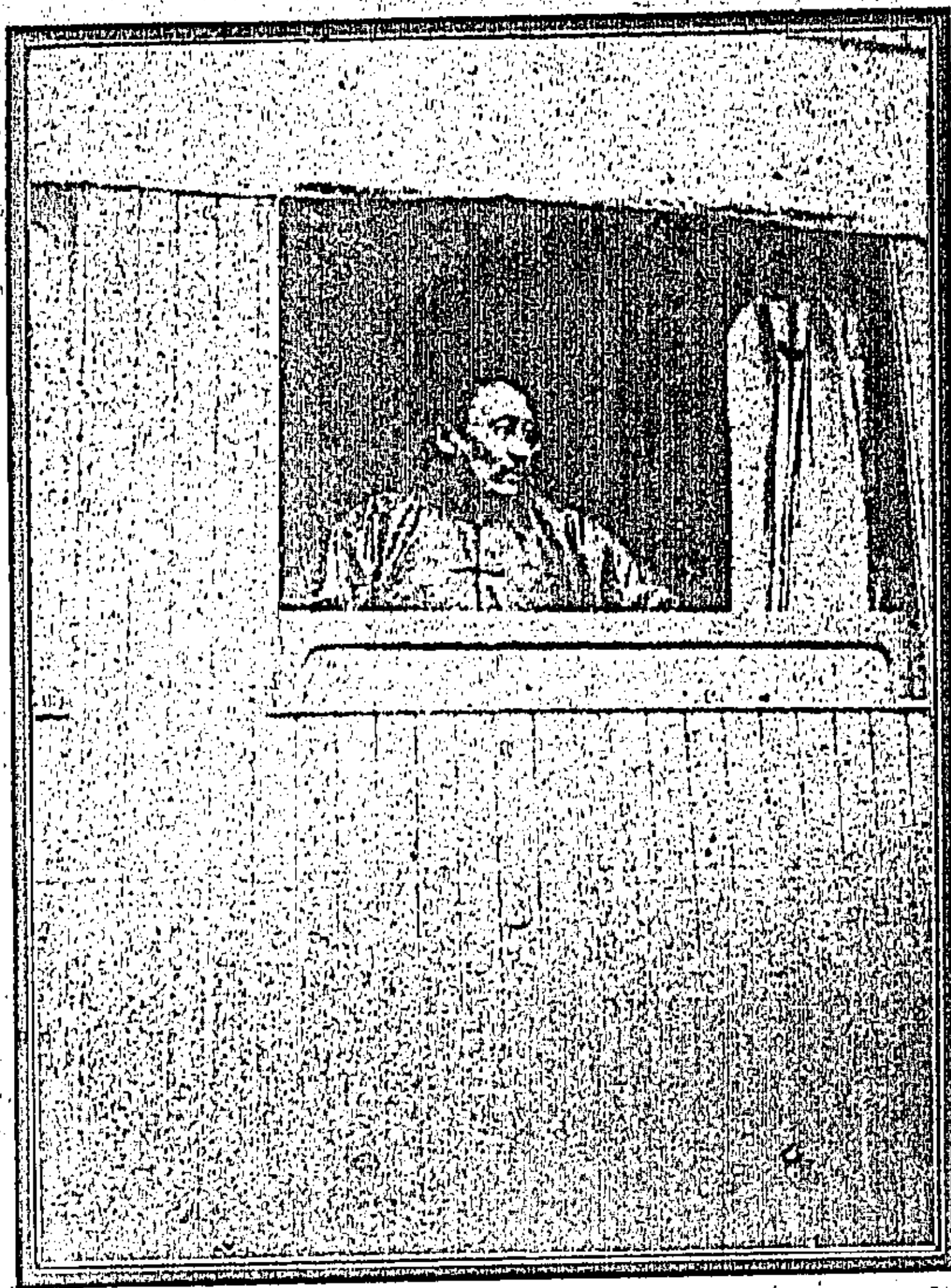
WHITEAWAY'S

The House for High Values and Low Prices

WHITEAWAY'S



## Seeing Western Civilisation.



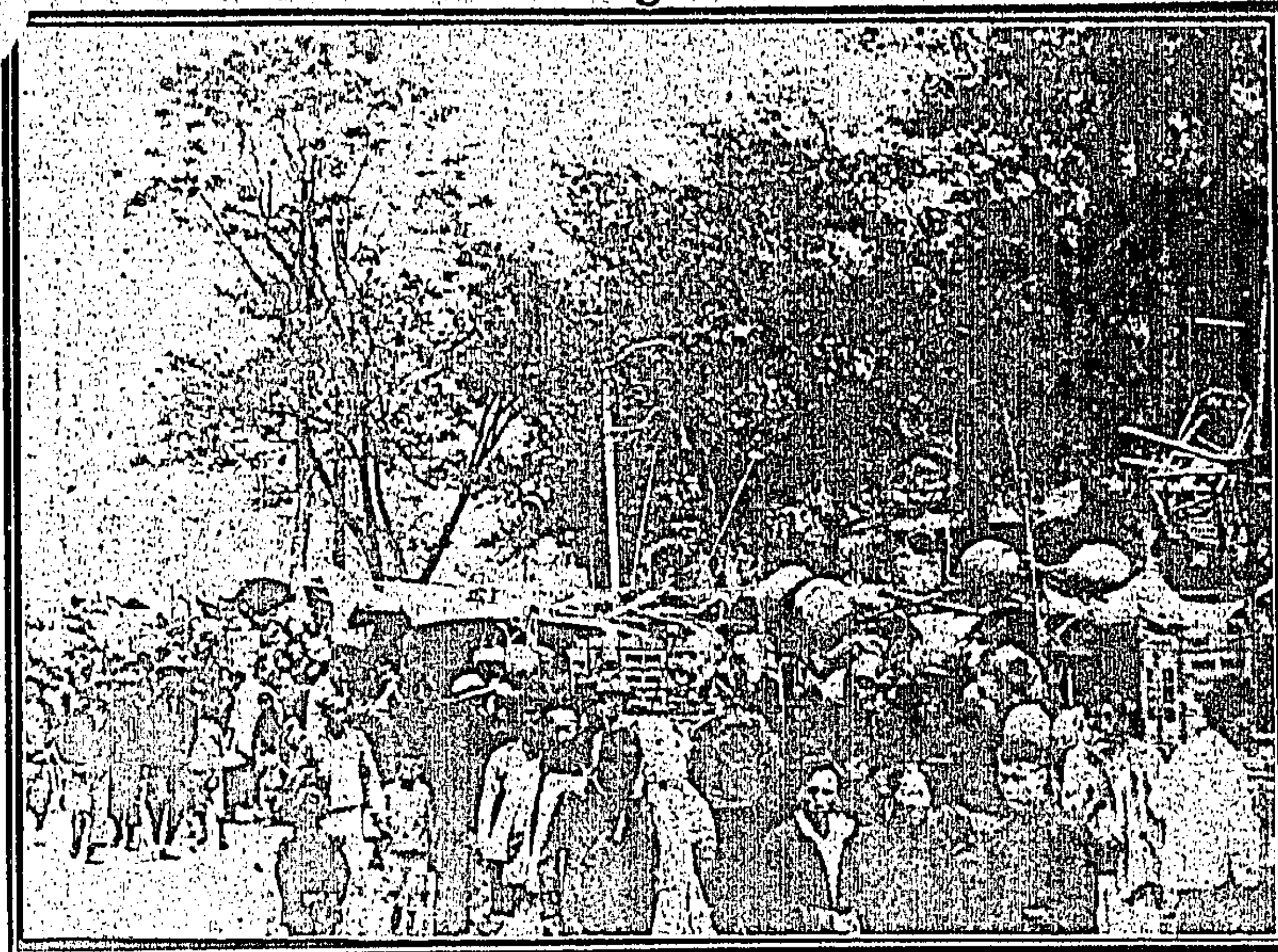
This is a remarkable study of the Panchen Lama, the Living Buddha from Tashi-lunpo in Tibet, taken by Mr. C. W. Lee upon his arrival in Shanghai by special train from Peking. The Lama, a shy, bespectacled man, is looking with wonder upon the strange sights of Shanghai, in marked contrast to the quiet retreat of his monastery city. His only previous departure from Tibet was the occasion of a short trip into Upper India.

## Sued by Husband.



The Marchioness of Queensberry, formerly beautiful Irene Richards of the Gaiety Theatre, London, is being sued for divorce by her husband, who names Sir James Dunn, famous Canadian lawyer and financier, as co-respondent.

## The Bubbling Well Fair.



Thousands of Chinese, chiefly from the country districts around Bubbling Well, Shanghai, flock to the "Basket Fair" which is an annual event held in the region of St. George's. The sidewalk are piled high with goods and many things of a servicable nature may be purchased for a very small sum. Our picture is of a scene at the Fair.

## French Train Smash.



Following closely the disaster to the Paris-Bordeaux express, came the wreck of the Paris-Vienna express, shown above. Police are investigating, as sections of the track had been torn up. Cranes are shown lifting the derailed coaches out of a ditch.

## For St. George and St. Andrew.



Recently, at Kiangwan, the semi-annual St. George's-St. Andrew's golf match was played, the Englishmen winning by a comfortable margin, thus reversing the verdict of the last encounter. The match this spring was made particularly notable by the presence of some distinguished Japanese guests, including Baron Morimura, President of the Tokyo and the Hodogaya Golf Clubs. Baron Morimura is shown seated in the centre of the group, with Mr. A. Brooke-Smith (President of St. George's Society) on his right, and Mr. Brodie A. Clarke (President of St. Andrew's Society) on his left. The other Japanese guests were Messrs E. Kawasaki, T. Tada (of the Yokohama Specie Bank), S. Okada, and of course the irrepressible MacAndo. Unfortunately, many of the English and Scottish players were on the course when the photograph was taken; otherwise they would have been included.

## Farewell to German Residents.



This picture was taken at the residence of Mr. and Mrs. Woo, "Woo Villa," Jessfield Road, Shanghai, when a large party of friends assembled to bid good-bye to Mr. H. Figge, manager of the German Bank, and Mrs. Figge. In reply to a few appropriate words by Mr. Woo, Mr. Figge expressed his deep regret at leaving their large circle of friends in Shanghai and spoke of the cordial relations that existed between the Chinese and the Germans, not only commercially but socially. Mr. Figge also expressed the hope that such pleasant relations would continue to grow for the mutual benefit of all concerned. The representative of the German Chamber of Commerce was present at this function. Mr. and Mrs. Figge are seen seated on either side of their hostess.

## Pretty Shanghai Wedding.



On April 30, at the Union Church, Shanghai, with the Rev. A. N. Rowland officiating, Mrs. Isobel B. Barnes, daughter of the late Mr. J. B. Roach and Mrs. Roach, of Shanghai, was married to Mr. Francis Henry Wilson Graybrook, son of Mr. and Mrs. H. Graybrook, of Cardiff. The church was prettily decorated for the occasion with mauve and white flowers and an archway of bamboo. Mr. Donald MacDonald was at the organ. Following the ceremony a reception was held at Kioachow Road, where there was a large assembly of guests. In the group reading from left to right: Miss Lorna Monkman (niece of the bride), Mr. W. S. Clay (best man), Mr. and Mrs. F. H. W. Graybrook, Mr. R. B. Roach (brother of the bride, who gave her away) and Miss Doris Barnes (daughter of bride).



## BANKS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

Authorized Capital ..... \$50,000,000  
 Issued and Fully Paid-up ..... \$20,000,000  
 Reserve Fund ..... 2,400,000  
 Sterling ..... \$25,000,000  
 Silver ..... \$20,000,000  
 Reserve Liability of Proprietors ..... \$20,000,000

COURT OF DIRECTORS:  
 G. M. Young, Esq., Chairman  
 H. P. White, Esq., Deputy Chairman  
 B. D. Bell, Esq., Hon. Mr. A. O. Lang  
 W. H. Bell, Esq., W. L. Patterson, Esq.  
 A. H. Compton, Esq., J. A. W. Hunter, Esq.  
 Hon. Mr. F. H. B. G. Weill, Esq.

Chief Manager  
 A. H. Barlow, Esq.  
 Manager Shanghai—G. H. Sitt, Esq.

LONDON BANKERS:  
 WESTMINSTER BANK LTD.  
 CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st. Feb., 1924.

## HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong and Shanghai Banking Corporation.

A. H. BARLOW, Chief Manager.

Hongkong, 7th. January 1925.

## 司公理管業資法中

## SOCIETE FRANCAISE DE GERANCE.

## DE LA BANQUE INDUSTRIELLE DE CHINE

## ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France).

5, Chester Road, Victoria, Hongkong.

HEAD OFFICE:  
 74, Rue St. Lazare, Paris.

Capital France.....\$10,000,000.00  
 Reserve France.....\$10,790,000.00

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE

France 50,000,000

BANKERS:  
 FRANCE—Societe Generale Banque et Nationale de Credit, Banque de Paris—et des Pays Bas.  
 LONDON—Midland Bank Ltd.  
 NEW YORK—Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

M. M. FITZ-HENRY, Manager.

## ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:  
 50 Des Voeux Road Central, Hongkong.

BRANCHES—HONGKONG—SHANGHAI.

Correspondents:—London: Westminster Bank, Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorized Capital.....\$5,000,000  
 Paid-up Capital.....\$1,500,000  
 Reserve Fund.....\$1,500,000

Modern banking in all its branches. Current accounts, savings accounts and fixed deposits solicited. Loans granted on approved security.

Overseas banking a speciality. INTEREST—Current accounts 2 per cent savings 4 per cent. Fixed Deposits 3 months 4 per cent, 6 months 4½ per cent, one year 5 per cent.

Safe Deposit Boxes for Rent. Our Vaults safeguarded by time clocks and double combinations. Armour plate steel doors.

J. Y. LUM, Manager.

## THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....\$60,000,000.00  
 Paid-up Capital.....\$19,275,600.00  
 Reserve Funds.....\$9,679,425.24

HEAD OFFICE: PEKING.

HONGKONG BRANCHES: 4, Queen's Road Central.

Branches and Sub-branches all over China and all parts of the World.

LONDON BANKERS:—The National Provincial and Union Bank of England Ltd.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES:—The Irving National Bank, The Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

A. H. PEI, Manager.

## BANKS.

## NEDERLANDSCH INDISCHE HANDELSBANK

Established 1863.

Paid-up Capital and Reserve Fund Glds.....76,500,000—£6,375,000

HEAD OFFICE:—AMSTERDAM

EASTERN HEAD OFFICE:—BATAVIA.

BRANCHES:

Amoy, Amoyan, Bandong, Bombay, Calcutta, Cheribon, Gorontalo, Hongkong, Kobe, Makassar, Medan, Menado, Palembang, Pekalongan, Probolinggo, Rotterdam, Semarang, Shanghai, Singapore, Soerabaya, Swatow, Tegal, The Hague, Tjilatjap, Weltevreden.

LONDON REPRESENTATIVE—F. S. Wright, 27, Old Broad Street, London, E. C. 2.

CORRESPONDENTS:

LONDON:—Midland Bank, Ltd., Overseas Branch, Westminster Bank, Ltd., Foreign Branch, N. M. Rothschild & Sons and Swiss Bank Corporation.  
 NEW YORK:—Chase National Bank, Farmers Loan & Trust Co., Irving Bank—Columbia Trust Co., Golden Gate & Co., New York Trust Co.  
 And in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING & EXCHANGE BUSINESS TRANSACTED. CURRENT ACCOUNTS, DEPOSITS, etc.

P. MARKS, Manager.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—HONGKONG.

Authorized Capital ..... \$10,000,000  
 Paid-up Capital ..... \$5,000,000  
 Reserve Fund ..... 1,000,000

DIRECTORS  
 Hon. Mr. Chow Shou Son—Chairman  
 Fung Ping Shan Mok Ching Kong  
 Li Koon Chun Wong Yau Tong  
 P. K. Kwok Yau Chai  
 Ng Ching Luk Kar Yan Po  
 Pong Wai Ting Chan Ching Shok

Every description of Banking and Exchange business transacted—Loans granted on approved securities.

SAFE DEPOSIT BOXES to let.

KANG TONG PO  
 Chief Manager.  
 Hongkong, 16th. February 1925.

## NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society).  
 B. A. K.

Established 1824.  
 Hongkong Branch established 1906.

Authorized Capital Guilders .....150,000,000  
 Paid-up Capital Guilders .....80,000,000  
 Reserve Fund Guilders .....29,045,670  
 Special Reserves Guilders .....2,660,413

HEAD OFFICE:—AMSTERDAM.  
 Eastern HEAD OFFICE:—BATAVIA.

BRANCHES:  
 Bandjermasin Kota-Radja Rotterdam  
 Bandong Macassar Samarang  
 Bombay Madras Shanghai  
 Calcutta Peking Singapore  
 Cheribon Palembang Soerabaya  
 Djember Pecalonan Soerakarta  
 Djokjakarta Penang Tegal (Solo)  
 Kobe Pontianak Tjilatjap and  
 The Hague Rangoon Weltevreden  
 London Bankers—National Provincial Bank, Ltd.

Correspondents all over the world.

BANKING BUSINESS OF EVERY DESCRIPTION.

M. J. HERBSCHLEB, Agent.

## THE P. &amp; O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)  
 With which is affiliated  
 THE ALLAHABAD BANK, LTD.  
 INDIA.

Authorized Capital.....£5,000,000  
 Subscribed and Paid-up.....£2,594,160  
 Reserve Fund.....£1,135,000

HEAD OFFICE:  
 122, Leadenhall London E.C.3.

WEST LONDON BRANCH:  
 14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES:  
 Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertake (General) Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS, Manager.

22, Des Voeux Road Central, Hongkong.

## BANQUE DE L'INDO-CHINE (BRANCH BANK.)

HEAD OFFICE:  
 96, Boulevard Haussmann, Paris.

Capital.....Fr. 72,000,000.00  
 Paid-up Capital.....Fr. 68,400,000.00  
 Reserves.....Fr. 59,667,283.64

BRANCHES & AGENCIES:  
 Bankok Hongkong Saigon  
 Batimbang Mengtse Shanghai  
 Canton Noumea Singapore  
 Djibouti Papeete Tientsin  
 Haiphong Peking Yunnan  
 Hankow Pong Penh Tientsin  
 Hanoi Pondicherry Yunnan

BANKERS:  
 In FRANCE:—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.  
 In LONDON:—The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.  
 In NEW YORK:—J. P. Morgan & Co.  
 Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
 Every description of banking and exchange business transacted.

A. LECOT, Manager.

## INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York).

Capital & Surplus.....U.S. \$12,000,000

HEAD OFFICE:  
 Wall Street, New York.

LONDON OFFICE:  
 Bishopsgate, E.C.

BRANCHES:  
 Barcelona Panama  
 Batavia Peking  
 Bombay Puerto Plata  
 Calcutta Rangoon  
 Canton San Francisco, Cal.  
 Colon Santiago de los Caballeros  
 Dairen Santo Domingo  
 Hankow Shanghai  
 Harbin Singapore  
 Hongkong Soerabaya  
 Kobe Tientsin  
 La Vega Tokio  
 Madrid Yokohama  
 Manila

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

G. HOGG, Manager.

Queen's Road Central, Hongkong.

## THE BANK OF CANTON LTD.

Head Office Hongkong.

Authorized Capital.....£1,200,000  
 Paid Up Capital.....£1,081,875  
 Silver Reserve Fund.....£700,000

Foreign Exchange & General Banking business transacted.

Interest allowed on CURRENT ACCOUNTS 2½ per annum on daily credit balances of over \$100.00.

SAVINGS DEPOSITS 4½ per annum

for 12 months 5½ per annum

on Demand 2½ per annum

BRANCHES:—Canton, Swatow, Shanghai, Hankow, Bangkok, New York and San Francisco.

LONDON BANKERS:—The Lloyds Bank Ltd.

LOOK POONG SHAN, Chief Manager.

## THE YOKOHAMA SPECIE BANK LTD.

Established 1930.

Capital (fully paid up).....Y. 100,000,000  
 Reserve fund.....Y. 80,500,000

HEAD OFFICE:—YOKOHAMA.

Branches and Agencies at  
 Batavia Kobe Soerabaya  
 Bombay London Rangoon  
 Buenos Ayres Lyons San Francisco  
 Calcutta Los Angeles Seattle  
 Changchun Manila Shanghai  
 Dairen Nagasaki Singapore  
 Fongtien Nanyang Shimonoseki  
 Mukden Oeyu Tientsin  
 Hamburg New York Tokyo  
 Hankow Peking Tientsin  
 Honolulu Rio de Janeiro  
 Harbin Saigoo  
 Kailashan

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

Mr. C. ARIMA, Manager.

Hongkong (March 11th 1925).

## THE HO HONG BANK, LTD.

(Incorporated in the Straits Settlements).

CAPITAL:  
 Authorized Capital.....\$20,000,000  
 Issued.....8,000,000  
 Paid-up.....4,000,000  
 Reserve Funds of share holders.....4,000,000  
 Reserve Funds.....600,000

HEAD OFFICE:—SINGAPORE.

Branches Agencies and correspondents in the principal cities of the world.

HONGKONG BRANCHES:  
 15, Queen's Road Central.

Every description of Banking and Exchange business transacted.

LOCAL BOARD:  
 Mr. Ko Leong Hoo (Chairman)  
 Mr. Sum Pak Ming  
 Mr. Ng Chang Luk  
 Manager—Mr. Han Liang Huang.  
 Telephone Nos. C. 4586 and 4587

## SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
May 15th		Banks.	
M.K. & S. Bank	b. 1245 sa. 1230	b.	1250
(London)	b. 2130		
Chartered Bank	b. 2214	b.	2214
Mercantile Banks A & E	b. 2294	b.	2294
Mercantile Banks O	b. 2134	b.	134
P. & O. Bank	b. 2114	b.	2114
Bank of E. Asia	b. 2074	n.	100
Marine Insurances.		Fire Insurances.	
Canton	b. x.d. 750	b.	x.d. 745
China Underwriters	b. 330 sa. 34/330	b.	34 sa. 34
North China	b. 140	b.	140
Union	b. 300 sa. 300	b.	300 sa. 304
Yangtze	b. 49	b.	46
Shipping.		Refineries.	
China Fires	b. 200	b.	200
H.K. Fires	b. 670	b.	670
Donglasses.		Mining.	
H.K. Steamboats	b. 54	n.	52
H.H. Tugs	n. 394	sa.	38
Indos (Prof.)	n. 43	n.	480
Indos Def. Lon/Reg.	n. 38	n.	38
Indos Def. H.K. Reg.	a. 120	n.	120
Shells	b. 87/	n.	83/
Ferries	b. 801 a. 83 sa. 82/3	b.	801 sa
Water-boats	n. 174	n.	174
Oriental Navigation	n. 255	n.	255
China Sugars		Refineries.	
Malabon	s. 63	sa.	604
	s. 63	s.	614
Benguet Canal.		Mining.	
Kailan	b. 24	n.	57/-
Langkats Combined	b. 57/-	b.	26
S'hai Explor. New Issue	b. 25	b.	6
Rauha	sa. 22	n.	34
Trochus	b. 54/-	n.	54/-
Ural Caspian	n. 8/-		
Docks Wharves, Godowns &c.		Lands, Hotels & Buildings.	
H.K. Wharves	b. 191 sa. 1934	b. 193 sa. 195 sa. 194	
K. Docks	s. 119 sa. 117	s.	1184
Hongkong Wharves	n. 200		
New Engineering	n. 9	b.	9
Shanghai Docks	b. 1334 sa. 1334	b.	134
H.K. Hotels (cum rts.)		Lands, Hotels & Buildings.	
Do. (New) Prem.	n. 154	b. 144 sa. 144 sa. 144	
H.K. Developments	n. 804	b.	704
H.K. Lands	sa. 05	b. 934 sa. 95 sa. 944	
H.K. Realty	b. 470	sa.	42
H.K. Territories	b. 24	s.	34
Humphreys Estate	n. 204	n.	204
Princes Building	n. 150	n.	150
Ewo Cottons		Cotton Mills.	
Oriental	b. 1110	b.	11
Shanghai Cottons Old	n. 390	n.	390
Shanghai Cottons New	n. 57	n.	60
	n. 31	n.	33
Canton Ice		Miscellaneous.	
Cements (cum rts.)	b. 74	b.	72
Do. (New) Prem	n. 21	n.	194
Do. (Cum.)	x. 9	n.	194
China Buses	b. 204 sa. 204	b. 284 sa. 284/24	
China Light Old	sa. 224/23	sa.	224
Do. New	s. 22	sa.	194
Do. (Cum.)	s. 32	b. 32 sa. 32	
China Providents Old	s. 16	n.	16
Do. New	1510	s.	1380
Constructions	n. 44		
Dairy Farms	n. 264	b. 27 sa. 2740 sa. 27	
Der A Wing (f.p.)	n. 10	n.	10
Do. (p.p.)	n. 5	n.	5
Electric H.K.	sa. 824/84	b. 83 sa. 844	
Electric Macao	n. 42		
Hongkong Paper Old	n. 18	b.	174
H.K. Paper (New) Prem.	n. 10	b.	10
Ropes (Combined)	n. 394	b.	394
Hongkong Tramways	n. 174	b. 394 sa. 394/34	
Lane Crawfords	n. 24	b. 17 sa. 174	
Macintosh	n. 24		
Peak Trams Old	n. 134	b.	23
Peak Trams New	n. 24	b.	810
Sincere	n. 134	b.	134
Taxis	s. 234	n.	234
Watsons Old	n. 214	b.	214
Do. New	b. 144	b.	144
Wm. Powells	b. 144	b.	144
Nanyang Tob.		b.	144
Hongkong May 16, 1925.			

## EARLIER TELEGRAMS.

## AMERICAN NEWSPAPER MERGER.

Cyrus Curtis, publisher of the *Public Ledger*, is reported to have purchased the *Philadelphia North American*. The two papers will shortly be amalgamated.—*Reuter's American Service*.

## BANKS

## THE CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

(Incorporated by Royal Charter 1853.)

Paid-up Capital.....£3,000,000  
 Reserve Fund.....£4,000,000  
 Reserve Liability of Proprietors.....£3,000,000  
 Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

## THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:  
 15, Gracechurch Street, London E.C.4.

Authorized Capital.....£3,000,000  
 Subscribed Capital.....£1,800,000  
 Paid-up Capital.....£1,000,000  
 Reserve Fund.....£1,000,000

BANKERS:  
 THE BANK OF ENGLAND, Midland Bank, Ltd.

BRANCHES:  
 Batavia Kandy Port Louis  
 Bangkok Karachi Sourabaya  
 Calcutta Kota Bharu Kuala Lumpur  
 Delhi Hongkong Madras  
 Galle Howrah Rangoon  
 Bombay Penang Shanghai  
 Calcutta (Maandoo).

HONGKONG BRANCH:  
 Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at two per cent per annum on Daily balances, and on Fixed Deposits at rates that may be ascertained on application.

J. B. ROSS, Acting Manager.

## "SCHERING'S"

Chemicals and Medicines.

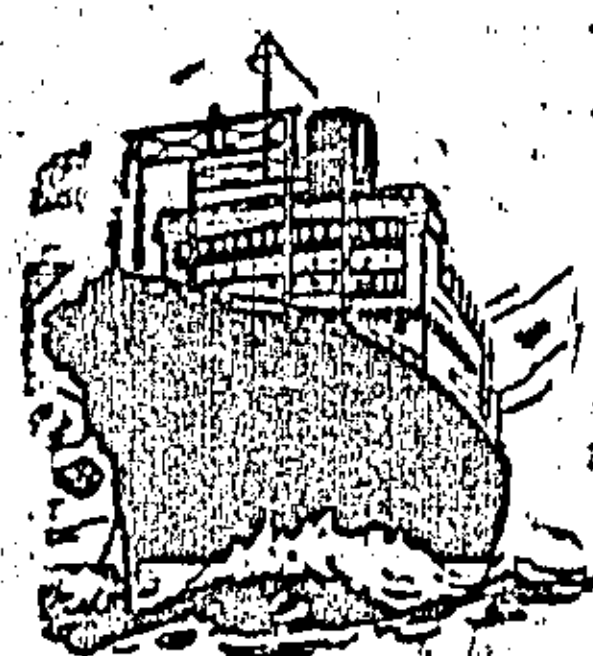
## "VOIGTLANDER"

Cameras, Binoculars, etc.

## SIGURD - Plates.

## SATRAP - Photo-Papers.





## ROUND THE WORLD PRESIDENT LINERS FORTNIGHTLY SAILINGS

### TO SINGAPORE VIA MANILA

Thence to PENANG and COLOMBO  
VISIT CAIRO and THE HOLY LAND

The DOLLAR LINE steamers call at Suez, Port Said and Alexandria, thus allowing ample time to visit Cairo for two days, connecting with your steamer at Alexandria. Thence to

NAPLES, GENOA, MARSEILLES,  
BOSTON—NEW YORK.

## ROUND THE WORLD

NEXT SAILING

President Hayes May 26th 8 a.m.

The President Liners are noted for Excellent Cuisine; Courteous and Efficient Service by Chinese Stewards; Fresh Fruits and Vegetables; Commodious, Comfortable Staterooms; Ample Deck and Lounging Spaces; Oil Fuel which insures Cleanliness—no cinders, no dirt. American Orchestras furnish varied musical Selections.

For Passage or freight rates apply to

## DOLLAR STEAMSHIP LINE

Hongkong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 795. No. 4 Des Voeux Road.

CABLE ADDRESS: "DOLLAR"

## AMERICAN ORIENTAL MAIL LINE

TRANS-PACIFIC EXPRESS SERVICE.  
SEATTLE & VICTORIA  
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT GRANT" ..... May 21st at 5 p.m.  
"PRESIDENT MADISON" ..... June 2nd at 5 p.m.  
"PRESIDENT JACKSON" ..... June 14th at 5 p.m.  
"PRESIDENT MCKINLEY" ..... June 26th at 5 p.m.

### EUROPE

See Seattle-Chicago-New York  
\$120-\$112-\$100

First Class on the Pacific, First Class on American or Canadian Railways, First Class and Monoclass on the Atlantic. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Bookings apply to

### TO MANILA

"PRESIDENT MADISON" ..... May 25th at 5 p.m.  
"PRESIDENT JACKSON" ..... June 6th at 5 p.m.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland Points—also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Bookings apply to

## AMERICAN ORIENTAL MAIL LINE

Operated for

United States Shipping Board

By Admiral Oriental Line, Managing Operators

Hongkong and Shanghai Bank Building, Ground Floor.

Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.

## AMERICAN FAR EAST LINE

OPERATED FOR

## UNITED STATES SHIPPING BOARD

By Struthers & Barry, Managing Operators

REGULAR FAST FREIGHT SERVICE

TO SAN FRANCISCO & LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE

(23 days to San Francisco—23 days to Los Angeles.)

U.S.S.B. "West Jester" ..... Due Hongkong 28th May.  
Leave Hongkong 30th May.

U.S.S.B. "West Prospect" ..... Due Hongkong 6th June.  
Leave Hongkong 8th June.

Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

### TO MANILA & ZAMBOANGA.

U.S.S.B. "West Chopaka" ..... Due Hongkong 19th May.  
Leave Hongkong 21st May.

### TO MANILA ONLY.

U.S.S.B. "West Carmona" ..... Due Hongkong 1st June.  
Leave Hongkong 3rd June.

Through bills of lading issued to all ports not served

For full information apply to

STRUTHERS AND BARRY.

Phone Central No. 3728. 1st Floor Queen's Building  
L. EVERETT, INC. A. Schofield.  
General Agents. R. Agents.  
Japan, China, Philippine Islands, Indo-China, Straits Settlement.

## PACIFIC SHIPPING.

## CANADIAN PACIFIC EMPRESS OF RUSSIA

will sail for

### MANILA

at 5.00 p.m., Thursday, May 21st,

and Arrive MANILA

at 8.00 a.m., Saturday, May 23rd.

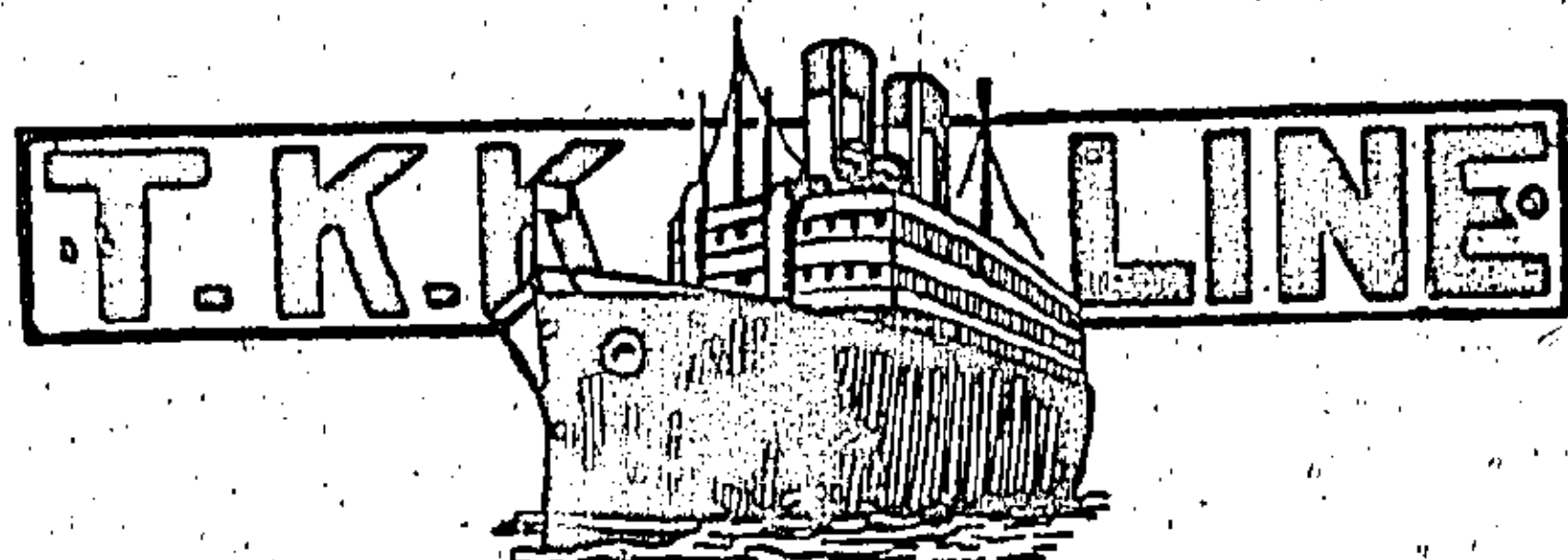
### RETURNING.

Leave MANILA

at 4.00 p.m., Sunday, May 24th,

and arrive HONGKONG

at 8.00 a.m., Tuesday, May 26th.



## HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU

Connecting at San Francisco with Southern Pacific.

Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

## S.S. "TAIYO MARU"

(22,000 Tons Displacement)

will be despatched

Sunday, May 17th, at Noon.

Proceeds up River and berths alongside Mantetsu wharf at Shanghai

REDUCED FARE TO EUROPE.

First Class \$120 Cabin Class on Atlantic \$112 Second Class \$80

## SOUTH AMERICAN LINE

The only direct service between Orient and South

America via Japan, Hawaii, San Francisco,

Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

BOKUYO MARU ..... June 8th.

RAKUYO MARU ..... July 22nd.

Y. TSUTSUMI, Manager.

Agents at Canton: King's Building.

Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C. 2874 & 2875.

## OREGON ORIENTAL LINE

Operated for

UNITED STATES SHIPPING BOARD  
by COLUMBIA PACIFIC SHIPPING COMPANY

"25 days HONGKONG to PORTLAND."

Steamer For Portland via Japan Ports. Sails

U. S. S. B. West Jena ..... May 19th.

U. S. S. B. West O'Rowa ..... May 27th.

For Manila, Iloilo & Cebu.

U. S. S. B. West O'Rowa ..... May 16th.

U. S. S. B. Oakridge ..... June 3rd.

\* Also calls at Zamboanga

All sailings subject to change without notice

Cargo accepted for Manila, Iloilo and Cebu.

Through Bills of Lading issued to all rail overland Points in the U. S. A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore., via Panama Intercoastal steamers.

ADDRESS

Canton Agents,

JOHN MANNERS & CO.

Room 26 Bank of Canton Building.

65 Des Voeux Road Central.

Telephone Central 4871.

## M MESSAGERIES MARITIMES M

### SERVICES CONTRACTUALS

Mall Steamers	Next Sailings from Marseilles	Pro. arr. at Hkg. and Sailing for S'hai & Japan.	Pro. Sailing from H'kong for M'les
AMBOISE	23rd Apr.	25th May	26th May.
CHANTILLY	7th May.	8th June.	9th June.
PORTHOS	22nd May.	23rd June.	23rd June.
ANGKOR	5th June.	7th July.	21st July.
COMPIEGNE			4th Aug.
ANGERS			

### RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

1st Class } 1st Class \$295.00 B. Class } 1st Class \$293.00

2nd Class } 2nd Class \$268.00 Steamers } 2nd Class \$260.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. "CAPITAINE FAURE" from Dunkirk, London, Havre

is due to arrive about 22nd May.

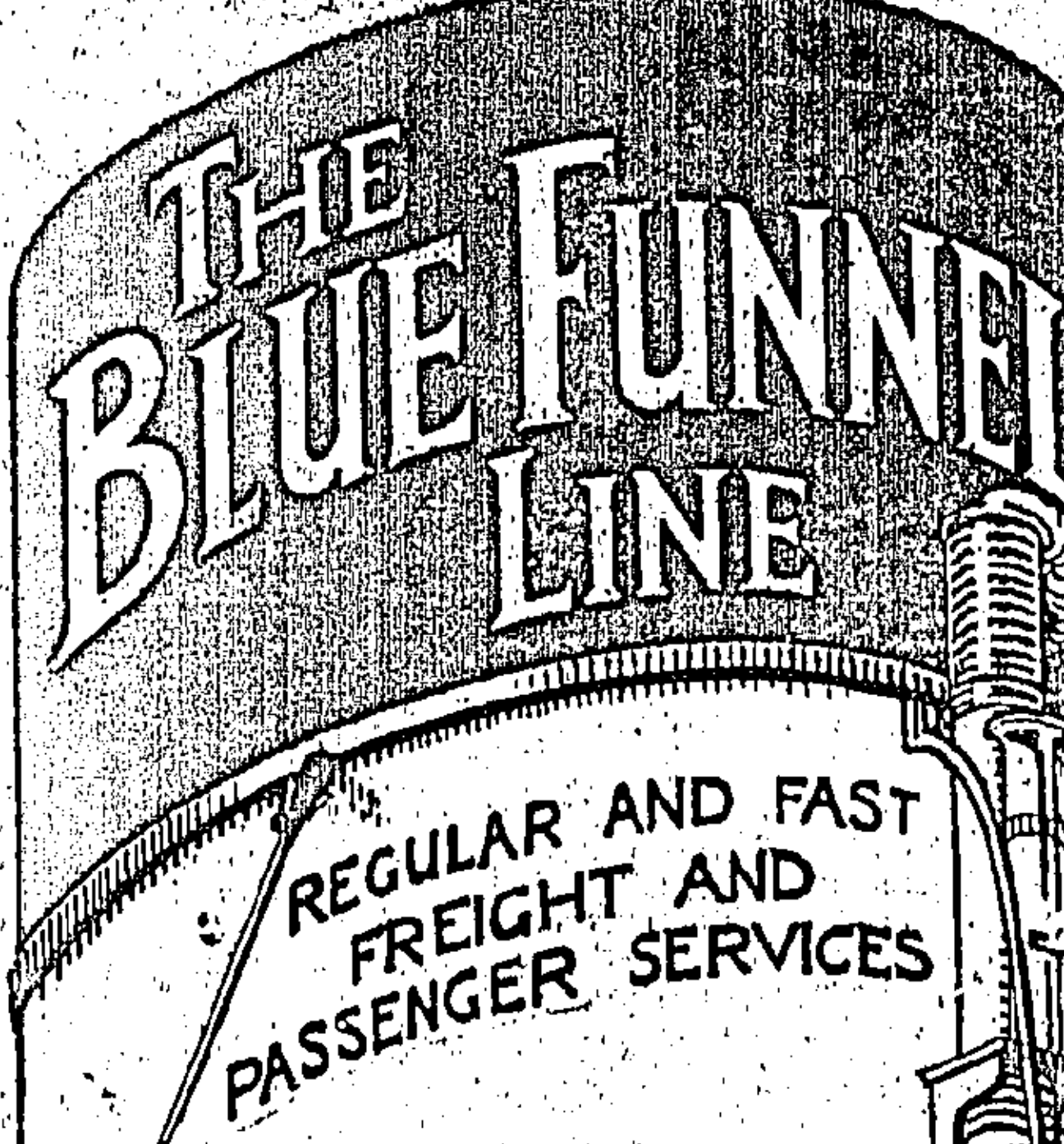
For full particulars apply to:

Telephone Central 74

Messageries Maritimes Co

3 Queen's Building.

## PACIFIC SHIPPING.



### LONDON SERVICE

"CALOHA" 18th May. M'les, London, Rotterdam & Hamburg.  
"MACHAON" 26th May. London, Rotterdam & Hamburg.  
"RHEXENOR" 1st June. Marseilles, London, Rotterdam & Hamburg.  
"NELEUS" 8th June. London, Rotterdam & Hamburg.

### LIVERPOOL SERVICE

"AJAX" 16th May. Genoa, Havre, Liverpool & Glasgow.  
"AUTOMEDON" 1st June. Genoa, Havre, Liverpool & Glasgow.  
"IXION" 20th June. Genoa, Havre, Liverpool & Glasgow.

\* via Port Sudan

### PACIFIC SERVICE.

(via KOBE & YOKOHAMA).  
"TYNDAREUS" 11th June. Victoria, Vancouver & Seattle.  
"ACHILLES" 8th July. Victoria, Vancouver & Seattle.

### NEW YORK SERVICE

(via SUEZ or PANAMA)  
"TITAN" 7th June. Boston, New York & Baltimore via Suez  
"BELLEROPHON" 10th July Boston, New York & Baltimore via Suez

### PASSENGER SERVICE

"SARPEDON" 16th June. Singapore, Marseilles London.  
"PATROCLUS" 25th July. Singapore, Marseilles London.  
"ANTENOR" 25th Aug. Singapore, Marseilles London.  
"HECTOR" 20th Oct. Singapore, Marseilles London.  
"SARPEDON" 17th Nov. Singapore, Marseilles London.  
"PATROCLUS" 15th Dec. Singapore, Marseilles London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:

Butterfield & Swire.

Agents.



### REGULAR FORTNIGHTLY SERVICE BETWEEN

### JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjilmanoeck	Java	In Port	17th May.	Japan
Tjilsondari	Dalmy	19th May.	23rd May.	Batavia
Tjilkarang	S'hai	27th May.	30th May.	Batavia
Tjilantik	Batavia	28th May.	1st June.	Shanghai
Tjilbodas	S'hai	29th May.	3rd June.	Mak' & S'baia
Tjilbeoet	Java	31st May.	3rd June.	Yokohama

\* Via Makassar.

\* Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

## SHIPPING

## CALIFORNIA ORIENT LINE

Operated for  
UNITED STATES SHIPPING  
BOARD  
by PACIFIC MAIL STEAMSHIP  
COMPANY.

### HONGKONG TO SAN FRANCISCO

via  
Shanghai, Kobe, Yokohama & Honolulu  
President Taft ..... May 23rd.  
President Wilson ..... June 6th.

### HONGKONG TO MANILA

President Taft ..... May 13th.  
President Wilson ..... May 27th.

### Apply to PACIFIC MAIL

Cable address Tels C 141  
SOLANO O 3322

Canton Agents,  
Madier Freres.

Beginning with  
PRESIDENT LINCOLN, sche-  
duled to sail from San Francisco  
on May 16th, the "PRESIDENT"  
steamers now operated by the

### PACIFIC MAIL

will come under the ownership  
and management of the ROBERT  
DOLLAR COMPANY.

### CONSIGNEES.

### NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL  
LINE.

From NEW YORK

The Motor Vessel

"OLYDEBANK" having arrived, Consignees of Cargo by her are informed that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 20th. May 1925, will be subject to rent.

All Claims against the Steamer must be presented to the Under-  
signed on or before 27th. May 1925, or they will not be recognized.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Wednesdays, the 20th May, 1925 at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be counter-  
signed by

THE BANK LINE, LTD.

General Agents.

### Mrs. J. CRAWFORD,

Expert Masseuse,

No. 2, Duddell Street,

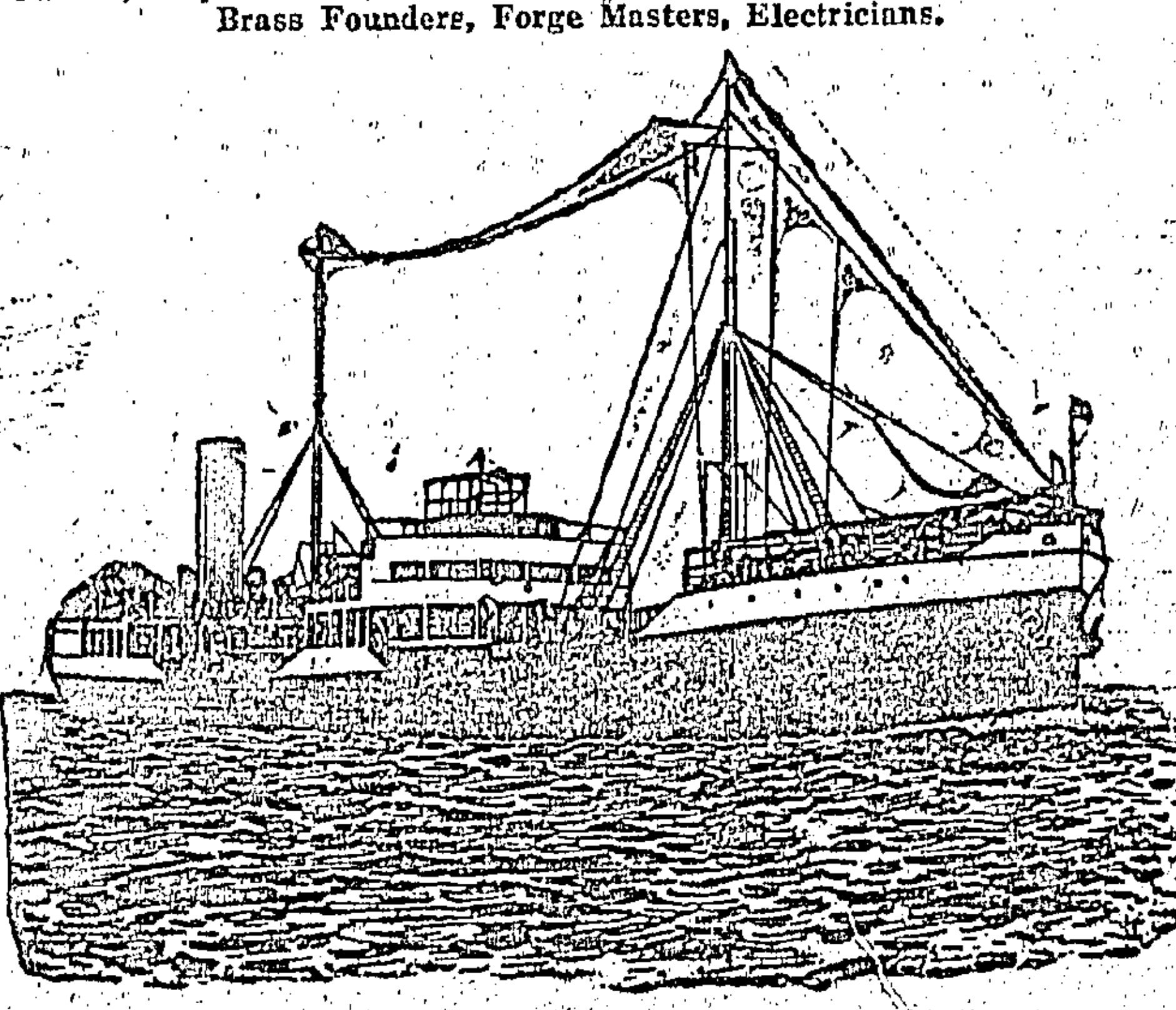
3rd. floor, Hongkong.

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First Sheet and Edition; Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



### OIL TANK STEAMER "PALUDINA"

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK, the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:—

B. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.



## Shipping Europe, Australian, and other Ports.

## P. &amp; O. BRITISH INDIA, APCAR AND EASTERN &amp; AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PERMANENT & ORIENTAL PORTFOLIO DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SARDINIA	6,684	16 May 4 p.m.	S'pore, Pang, C'bo & B'bay
SOUDAN	6,696	28th May	S'pore, Pang, C'bo & B'bay
MOREA	10,911	30th May	Marseilles & London
NAGOYA	6,854	2 June   M'les	A'werp, L'don, H'burg & Hull
JEPPORE	5,318	6th June	Singapore & Bombay
SIOLIA	6,813	11th June	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	13th June	M'les, L'don, A'werp & Hull
MALWA	10,941	27th June	Marseilles & London
DELTA	8,097	11th July	S'pore, Pang, C'bo & B'bay
KASHMIR	9,985	11th July	M'les, London & Antwerp
MANUVA	1,0902	25th July	S'pore, Pang, C'bo & B'bay
SOUDAN	6,696	6th Aug.	S'pore, Pang, C'bo & B'bay
KASHGAR	9,005	8th Aug.	M'les, London & Antwerp
MACEDONIA	1,1083	22nd Aug.	Marseilles & London
SIOLIA	6,813	3rd Sep.	S'pore, Pang, C'bo & B'bay
NARKUNDA	16,227	18th Sep.	M'les, London & Antwerp
KARMAIA	9,038	19th Sep.	M'les, London & Antwerp
KHIVA	9,135	3rd Oct.	M'les, London & Antwerp
MALWA	10,941	17th Oct.	Marseilles & London

## BRITISH INDIA-APCAR SAILINGS (South)

TAIRAKA	7,933	31st May	S'pore, Penang & Calcutta
TAKADA	6,949	4th June	S'pore, Penang & Calcutta

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

TANDA	6,958	3rd June	Manila, S'kan, Thursday Is.,
ARAFURA	6,000	8th July	Townsville, B'bane, S'ney
ST. ALBANS	4,500	5th Aug.	and Melbourne.

Call at Kolambagan

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

## SAILINGS TO SHANGHAI &amp; JAPAN.

TAKADA	6,949	17th May D.L.	Amoy, Moji, Kobe & Osaka
MALWA	10,911	29th May	S'hai, Moji, Kobe & Yoko.
ARAFURA	6,000	6th June	Moji, Kobe & Yokohama
KASHMIR	8,985	12th June	Shanghai, Moji & Kobe
DELTA	8,097	12th June	Shanghai & Kobe
TILAWA	10,066	21st June	Kobe
MANUVA	10,902	26th June	Shanghai, Moji & Kobe
ST. ALBANS	4,500	4th July	S'hai, Moji, Kobe & Yoko.
KASHGAR	9,005	10th July	S'hai, Moji, Kobe & Yoko.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & Co.,

P. & O. Bdg., Connaught Rd., C. Agents.

## GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENBEG	25th May.	GLENAPP	20th May.
GLENTARA	14th June.	London, Rotterdam & H'burg.	
GLENSHIEL	25th June.	CARLHUTHSHIRE	11th June.
PENBROKESHIRE	9th July.	L'don, H'burg & H'burg via Oran.	
		C. R. RYONSHIRE	20th June.
		L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

KONINKLYKE PAKETVAART  
MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

## S.S. VAN OVERSTRATEN

will be despatched on 21st May.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents:—JAYA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building. Charter Road.

## COMPANIA TRANSATLANTICA DE BARCELON

(Spanish Royal Mail Line)

MANLIA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

ISLA DE PANAY ... 23rd May  
LEGAZI ... 14th July  
YOKOHAMA, KOBE, MOJI & SHANGHAI.

ISLA DE PANAY ... 4th May  
LEGAZI ... 25th June  
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply to—

BOTELHO BROS.

Tel. 1531. Alexandra Buildings, Hongkong.  
O.D. BARRETTO Ltd., 29, Central Avenue, D. C. CANTON.

## Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America U. 1405, G. 1420, G. 1440

KAGA MARU ... Monday, 1st June, at 11 a.m.

IYO MARU ... Friday, 26th June, at 11 a.m.

MARSHALLS, LONDON & ANTWERP via Singapore & Ports.

FUSHIMI MARU ... Friday, 2nd May, at 5 p.m.

HAKCZAKI MARU ... Saturday, 6th June.

HAMBURG via LONDON & ROTTERDAM & Ports.

MATSUYE MARU ... Monday, 8th June.

LIVERPOOL via ADEN & MARSEILLES.

TAJIMA MARU ... Friday, 12th June.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Wednesday, 20th May, at 11 a.m.

TANGO MARU ... Wednesday, 24th June.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Saturday, 6th June.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

RANGOON MARU ... Monday, 18th May.

CEYLON MARU ... Friday, 29th May.

CALCUTTA via Singapore, Penang & Rangoon.

MORIOKA MARU ... Wednesday, 20th May.

HAKODATE MARU ... Saturday, 30th May.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Thursday, 18th June.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Tuesday, 19th May.

KITANO MARU ... Tuesday, 19th May.

YAMAGATA MARU ... (Moji direct) ... Thursday, 21st May.

HARUNA MARU ... Tuesday, 2nd June.

For further information apply to:— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2432. S. KINOSHITA, Manager.

## DODWELL &amp; CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" ... Sails about 26th June.

## LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (Fiume).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" ... Sails about 10th June.

S.S. "TRIESTE" (cargo only) ... Sails about 12th June.

S.S. "ESQUILINO" ... Sails about 10th July.

S.S. "NUMIDIA" (cargo only) ... Sails about 12th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" ... Sails about 31st May.

S.S. "VENEZIA" ... Sails about 1st July.

S.S. "ESQUILINO" ... Sails about 31st July.

## NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 31st May.

Regular Passenger and Cargo Service to South African Ports

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haihong ... Ellis Walker ... TUES, 19th inst. at 1 p.m.

Haihong ... W. S. Turnbull ... FRI, 22nd inst. at 1 p.m.

Haihong ... A. H. Stewart ... TUES, 26th inst. at 4 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas LaPrank & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haihong" & "Haihong" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

## COAST SHIPPING.

## THE BANK LINE LTD.

Agents for the following Services.

## NEW YORK, BOSTON &amp; BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. KANSAS

via Suez Canal

19th May.

S.S. KATUNA

do.

19th June.

## BOSTON &amp; NEW YORK

AMERICAN & ORIENTAL LINE

S.S. BIRCHBANK

via Suez Canal

30th June.

## UNITED KINGDOM &amp; CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF GLASGOW

For Marseilles, London, Antwerp & Hamburg.

15th May

S.S. SUTTON HALL

For Havre, London, Rotterdam & Hamburg.

11th June

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

## MAURITIUS &amp; SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. ... SURAT

Sails Hongkong

2nd July

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through bills of lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

For freight or passage on any of the above Lines. Apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

## BOSTON, NEW YORK &amp; BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. KANSAS

via Suez Canal

19th May.

S.S. DIOMED

via Suez Canal

7th June.

S.S. KATUNA

via Suez Canal

19th June.

S.S. TITAN

via Suez Canal

28th June.

\* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at

Owners option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

## AUSTRALIAN ORIENTAL LINE.

## "CHANGSHA."

Due Hongkong 1st June, 1925

Will be Despatched on 6th June, 1925, at 4 p.m.

MANILA, PORT BANGA, THURSDAY ISLAND & AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASMANYAN PORTS.

Excellent First and Second Class Passenger Accommodation at REDUCED RATES.

Sailing Subject to Alteration.

For Freights and Passage, apply to:— BUTTERFIELD & SWIRE,

Tel. C. 36.

Agents.

## THE RIFLE.

## INTERPORT SHOOTING MATCH.

It is announced that the trial shoot for the purpose of selecting the team to represent Hongkong in the Interport, with Penang, Singapore and Shanghai as the other contestants, will take place to-day and Sunday at the Talkoo Rifle Range, commencing at 8 p.m.

All local marksmen are invited to attend, but all will have to provide their own rifles and ammunition. Although members of the Army and Navy are allowed to enter, it should be remembered that a residential qualification of six months is essential.

The conditions of the shoot will be teams of twelve, the best ten scores to count, and firing will be carried out as per the rules of the National Rifle Association, laid down for the first stage of the King's shoot. Firing may take place any day between May 15 and May 31.</



## HOTELS.

**THE HONGKONG**  
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL,  
Telegraphic Address: "KREMLIN, HONGKONG."  
AND  
**SHANGHAI**  
ASTOR HOUSE HOTEL; PALACE HOTEL;  
KALEE HOTEL; MAJESTIC HOTEL;  
Telegraphic Address: "CENTRAL, SHANGHAI."  
**HOTELS,**  
LIMITED.

In association with the Grand Hotel  
Des Wagons Lits, Peking.

## KOWLOON HOTEL.

## THE PREMIER HOTEL KOWLOON.

First Class Billiard Room & Saloon Bar.  
Electric Lift and Telephone to each floor.  
Tel. K. 609 and K. 609, Cable address: "KOWLOON, Hongkong."  
Under the Personal Supervision and Management of  
FRANK L. COOKE, Proprietor.

## KING EDWARD HOTEL.

CENTRAL LOCATION  
ELECTRIC LIFTS AND LIGHTING,  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS  
Tel. Central 373. Telegraphic Address "Victoria"  
J. WITCHELL,  
Manager.

THE EUROPE HOTEL.  
SINGAPORE.  
FOR  
COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or inclusive.

The after-dinner dances are held every Tuesday,  
Thursday and Saturday.  
Telephones in every room.  
The Europe Orchestra plays nightly during Dinner,  
and for Tiffin on Saturdays.

## GRILL ROOM

Telegrams "Europe Singapore". ARTHUR F. ODELL,  
Telephone 2740. Managing Director.

## QUEEN'S THEATRE.

To-day at 5.15 and 9.15 p.m.

To-morrow at 6.00 and 9.15 p.m.

On the Brink of a Precipice—Two  
Men, Sworn Enemies, Struggled—  
One to Save a Woman's Good Name,  
the other to Besmirch it

Pulse—Quickening Action. Packed  
with Thrills—The Titanic Melodrama

## "The Fatal Hour"

Enacted for the screen by an

## All-Star Cast

Based upon the Tremendous British Stage  
Triumph

"The Marriages of Mayfair"  
by Cecil Raleigh

— also —

Buster Keaton in "Frozen North"

BOLS  
CHERRY BRANDY

A WONDERFUL FLAVOUR WITH THE FULL  
TASTE OF THE CHERRY.

SOLE AGENTS—

CALBECK MACGREGOR & CO., LTD.

15, Queen's Road, Central.

Telephone C. 75

## QUALITY?



## POP SAYS—

*I can afford more expensive smokes  
but I can't buy better ones than*

## CAPSTAN

ALL CAPSTAN CIGARETTES ARE MADE IN ENGLAND

MB-43

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

## EXCHANGE.

(Opening Rate: closing Rate on Page 1.)		30 d/s. San Francisco and New	
SELLING.		YORK	
T/T. ....	2/2 7/8	4 m/s. Marks	11.05
Demand, ...	2/2 15/16	4 m/s. France	11.05
3 d/s. ....	...	6 m/s. France	11.25
4 m/s. ....	...	Demand, Germany	...
T/T. Shanghai	2/3 1/4	Demand, New York	54 1/2
T/T. Singapore	...	T/T. Bombay	149 1/2
T/T. Japan	...	Demand, Bombay	149 1/2
Demand, India	...	T/T. Calcutta	128 1/2
T/T. San Francisco and New	...	Demand, Calcutta	...
York	...	On Yokohama	...
T/T. Java	...	Demand, Manila	...
T/T. Marks	...	Demand, Singapore	...
T/T. France	...	Demand, Batavia	...
Demand, Paris	...	On Haiphong	...
4 m/s. L/C	23 15/16	On Saigon	...
4 m/s. D/P	24 1/16	On Bangkok	...
5 m/s. L/C	24 1/4	Soverign	8 68
30 d/s. Sydney and Melbourne	24 1/4	Gold leaf per Tael	47.40
		Bay Silver, ready	31 1/2
		forward	31 1/2
		Bank of England rates	...
		New York/London	4.85 5/16

## SUBSIDIARY COINS.

Hongkong 50 cents pieces @	2% dis.
10 " @	1 1/2% dis.
5 " @	4 1/2% dis.
Canton sub. coins	317.00% dis.
Gold leaf	47.40

Hongkong May 16 1925.

## POST OFFICE NOTICES.

Wireless communication has been re-established with Swatow but messages are subject to delay.

INWARD MAILS.		Due.
From	Per	
Shanghai	Szechuen	16th May
Shanghai	Konchow	16th
Shanghai	Sardinia	16th
Europe via Siberia (London 18th April)	Elberfeld	18th
Shanghai	Shantung	19th
Shanghai	Namwang	19th
Straits	Kitaru M.	19th
Straits	Mishima M.	19th
Japan	Empress of Russia	19th
Canada, U.S.A., Japan, Shanghai & London via Canada (London 18th April)	Pres. Grant	20th
Manila	Pres. Taft	21st
Manila	Pres. Hayes	22nd
Japan	Pres. Madison	24th
U.S.A., Canada, Japan & Shanghai	Pres. Wilson	25th
U.S.A., Honolulu, Japan & Shanghai	Changsha	26th
U.S.A., Honolulu, Japan & Shanghai	Changsha	1st June
Australia		

## OUTWARD MAILS.

For	Per	Date.
Tonkin	Tonkin	Sun., 17 inst., 8.30 a.m.
Hankow, Peking & Haiphong	Taiwa M.	Sun., 17 inst., 8.30 a.m.
Swatow & Bangkok	Kwagchow	Sun., 17 inst., 9 a.m.
Swatow, Amoy & Formosa	Kaijo M.	Sun., 17 inst., 9 a.m.
Fort Bayard	Taiwoma	Fri., 17 inst., 3 p.m.
Swatow	Hydrangea	Mon., 18 inst., 3.30 p.m.
Straits & Egypt	Calchoa	Mon., 18 inst., 3.30 p.m.
Swatow & Bangkok	Hikokan	Mon., 18 inst., 3.30 p.m.
Amoy	Szechuen	Mon., 18 inst., 3.30 p.m.
Swatow & Bangkok	Chaisang	Tues., 19 inst., 10.30 a.m.
Swatow, Amoy & Fochow	Haiphong	Tues., 19 inst., noon.
Manila, Australia, & New Zealand via Thursday Island	Mishima M.	Wed., 20 inst., 8.45 a.m.
		Registration 8.45 a.m.
		(Due Thursday 1st June)
Shanghai & Japan	Kitano M.	Wed., 20 inst., 10.30 a.m.
Sardinia	Hinsang	Wed., 20 inst., 5 p.m.
Straits	Van Overstraten Thura	21 inst., 11.30 a.m.
Shanghai, Japan, Canada, U.S.A., & S. America & Europe via Victoria B.C.	Pros. Grant	Thurs., 21 inst., noon.
		Registration 2.45 p.m.
		Letters 3.30 p.m.
		(Due Victoria B.C. 10th June)

## £750,000 PLAYGROUND.

## Rothschild Home at Gunnersbury.

Gunnersbury Park, the beautiful West London estate of Mrs. Leopold de Rothschild, may be acquired for the public, to be laid out as pleasure gardens and a sports ground, says a Home paper.

Negotiations for its purchase have been going on for two or three months between the town councils of Ealing and Acton and the Rothschild family, and a joint meeting of the councils will be held on Monday to discuss the purchase price.

This, it is stated, will be in the neighbourhood of £750,000, payment being spread over a long period of years.

Nearly as large as Kensington Gardens, Gunnersbury Park contains two mansion houses, lodges, farm buildings, a pavilion, a polo field, three small lakes, a swimming bath, and large gardens. The decision to sell the estate was made last autumn.

## GARDENS AND SPORTS GROUNDS.

There is room for pleasure gardens, a nine-hole municipal golf course, football and cricket grounds, tennis courts, swimming baths and playgrounds for children.

Gunnersbury Park has been in the possession of the Rothschilds since the middle of last century, and King Edward used to be a frequent visitor there. The house is in the Italian style, and the gardens, among the finest examples of landscape gardening in the country, have attracted thousands of visitors.

Gunnersbury is a place of some antiquity, but little is known of its early history. The name is supposed to be derived from Gunilda, a niece of King Canute.

In the 15th century the estate belonged to Sir Thomas Frowick, an alderman of the City of London, and in later years it was the home of various noble families.

On the accession of George III. in 1760, the estate was purchased for his sister, Princess Amelia, and while the young King lived at Kew, she used to keep up a sort of rival Court at Gunnersbury, giving large and fashionable parties to ladies and gentlemen of rank. Horace Walpole was one of the most frequent guests at her parties.

The Temple, one of the splendid summer-houses in the grounds, is attributed to Inigo Jones.

## ENTERTAINMENTS

TO-DAY at 2.30, 5.15, 7.15 and 9.15

## "ENEMIES of WOMEN"

The greatest of Blasco Ibanez' Stories  
in

11 Splendid Reels



Gladys Hulette, Alma Rubens and Lionel Barrymore

in a Cosmopolitan Production  
"ENEMIES OF WOMEN"  
Distributed by Goldwyn-Cosmopolitan

## THE CROWN

## WORLD THEATRE

TO-DAY ONLY, 5.15 and 9.15 p.m.

THE WORLD FAMOUS DANCERS AND SINGERS

MME. & MONS. DORROS

IN THEIR WONDERFUL

SONGS & DANCES

Also

EUGENE O'BRIEN

in

"WORLDS APART"

(An Smart Society Drama in Six Reels)

Don't Miss Your Last Chance

STARTING TO-MORROW at ALL SHOWS

The greatest melodrama of all time

WILLIAM FOX presents

THE ELEVENTH HOUR

NOVELTY. THRILLS. ACTION. ROMANCE. PASSION.

It's the picture for all classes and all ages.

Also

JACK DEMPSEY

in

"ALL SWELL ON THE OCEAN"

(The 5th of the wonderful "FIGHT & WIN" series)

TO-DAY

AT

5.15 and 9.15 p.m.

ELINOR GLYN'S

FAMOUS LOVE STORY

"THREE WEEKS"

A GOLDWYN SUPER-PRODUCTION

NEXT CHANGE

"THE GREEN GODDESS"

## STAR

## CHURCH NOTICES.

A GUARANTEE OF ONE DOLLAR IS MADE FOR VOICES UNDER THE LEADING  
Union Church, Kennedy Road. Sunday, 17th May, 1925. Morning Service at 10 o'clock. Anthem: The Radiant Morning. Evening Service at 6 o'clock. Communion Service at 7 o'clock. Preacher, Rev. R. D. Rees of Canton Christian College. P. S. A. Men's Meeting at 4 p.m.  
First Church of Christ, Scientist: Macdonnell Road, below Bowen

## PASSENGERS ARRIVED.

Per s.s. Sicilia from Bombay, May 15.—Mr. and Mrs. R. E. Markley, Mr. P. C. Mahanwalla, Mr. A. N. Mahanwalla, Mr. G. K. Chokai, Mr. Ho So, Mr. Y. S. A. Kadar, Mr. and Mrs. Portugal, and Mrs. B. C. Venishanker.

Road Tram Station, Sunday 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday, mornings 10 to 12.

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